CALLARD AND BOWSER'S
CELEBRATED
Trade Mark
BUTTER SCOTCH.
"Really Wholesome Confectionery."—*Lancet.*
ST. JOHN'S WORKS, LONDON, W.C.

Hong Kong Daily Press.

ESTABLISHED 1857.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c. and for PRIVATE RESIDENTS AT THE OUTPORTS, A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the "HONGKONG WEEKLY PRESS," with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, including Postage to any part of the World, $10 per annum.

No. 11,084 第一萬一千零八十四號 光緒十九年六月三十日 HONGKONG, FRIDAY, AUGUST 11TH, 1893. 禮拜五 西歷一千八月十一號 [PRICE $2½ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press.*
P. O. Box 20 Telephone No. 12.

NEW ADVERTISEMENTS.

VICTORIA ENGLISH SCHOOLS.
CRAIGENGOWER, CAINE ROAD.

THESE SCHOOLS will be RE-OPENED for the New Term on MONDAY, the 14th inst.

Hongkong, 11th August, 1893. [1771

TO LET.

TWO or Three Large ROOMS and Large Open VERANDAH on the Upper Floor of the Ice Company's Premises at ICE HOUSE LANE.

Apply to
THE MANAGER, at the Depot.
Hongkong, 11th August, 1893. [1772

ST. ANDREW'S HALL.
CITY HALL, HONGKONG.

THIS (FRIDAY) EVENING,
AT 9 P.M.,
A UNIQUE ENTERTAINMENT.

PROFESSOR SERS
will give an Exhibition of Edison's latest wonderfully Improved Loud Speaking
PHONOGRAPH.

AN ENDLESS REPERTOIRE.

FOR ONE NIGHT ONLY.

This Entertainment has been received with acclaim in all parts of the world. Private Parties desirous of witnessing this amusing Entertainment can consult with Professor SERS at his Rooms in the Victoria Hotel.

PRICE .... $2.

Tickets at Messrs. KELLY & WALSH, Ld.
Hongkong, 11th August, 1893. [1775

S.S. "OORYIA."

TAKE notice that I have received an authority dated the 20th June, 1893, from the Board of Trade, London, authorising me to change the name of the Steamship "OORYIA," and that from this date the said Steamship will be called and known by the name of "KWONG HOI."

Dated the 10th day of August, 1893.
1770] TSEUNG SZ KAI.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CARDIGANSHIRE."

FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & CO., Agents.
Hongkong, 10th August, 1893. [1732

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"AGLAIA,"
Captain G. Peterson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 4 P.M.

No Fire Insurance has been effected.
SIEMSSEN & Co., Agents.
Hongkong, 11th August, 1893. [1769

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TO-DAY,
the 11th inst.,
at NOON,
at his SALES ROOMS, QUEEN'S ROAD,
About 50 Cases CHAMPAGNE
(for account of the concerned.)
J. M. ARMSTRONG, Auctioneer.
Hongkong, 10th August, 1893. [1768

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA DIRECT.

THE Company's Steamship
"YUENSANG,"
Captain J. Slessar, will be despatched as above on MONDAY, the 14th inst., at 4 P.M.

This Steamer has Superior First Class Passenger Accommodation.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 11th August, 1893. [1773

FOR YOKOHAMA AND HIOGO.

THE Steamship
"AGLAIA,"
Captain G. Petersen, will be despatched for the above Ports on MONDAY, the 14th inst., at 4 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co., Agents.
Hongkong, 11th August, 1893. [1774

NOTICE.

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND.

AN EMERGENCY MEETING of the BOARD of TRUSTEES of the above Fund is hereby called for MONDAY, the 14th AUGUST, 1893, at 5.15 o'clock, at the MASONIC HALL.

A. O'D. GOURDIN, Secretary.
Hongkong, 10th August, 1893. [176

INTIMATIONS

THE STANDARD

A SCOTTISH LIFE OFFICE OF 67 YEARS STANDING AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE STANDARD has a long record of good services to refer to; its Funds, annually increasing, amount to £7,500,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.
5—1023a]

DOG LOST.

LOST, a WHITE FOXTERRIER BITCH, with Brown Ears, and Spot on Tail, from HORSE REPOSITORY on the 23rd inst. A Reward will be given if returned.

Hongkong, 28th July, 1893. [1668

REVISED PASSAGE RATES.

FROM the 1st SEPTEMBER, 1893, until further notice, PASSAGE RATES between HONGKONG and AUSTRALIA will be quoted in STERLING by the undersigned. Payment made in dollars will be accepted at the demand rate of exchange ruling on the day of booking passage.

To	1st Class £	s	d	2nd Class £	s	d	3rd Class £	s	d
Port Darwin	16	0	0	11	10	0	7	10	0
Thursday Island	20	0	0	12	0	0	9	0	0
Cooktown	22	0	0	13	0	0	10	0	0
Townsville	28	0	0	18	0	0	12	0	0
Brisbane	30	0	0	20	0	0	14	0	0
Sydney	33	0	0	23	0	0	15	0	0
Melbourne	34	10	0	24	10	0	16	0	0
Adelaide	36	0	0	26	0	0	17	0	0

CHINA NAVIGATION COMPANY, LIMITED,
BUTTERFIELD & SWIRE, Agents,
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 9th August, 1893. [1760

THE HONGKONG ASSOCIATION.

A MEETING of MEMBERS, to pass Rules, will be held TO-DAY (FRIDAY), the 11th AUGUST, 1893, at 4.30 P.M., at the HONGKONG HOTEL.

ED. ROBINSON,
Hon. Sec. Provisional Committee.
Hongkong, 11th August, 1893. [1729

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1893.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 28th July, 1893. [1675

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTER of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 5th, to the 19th day of AUGUST (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 28th July, 1893. [1676

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, PRAYA CENTRAL, on MONDAY, the 21st AUGUST, at 3 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1893.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 7th to the 21st inst., both days inclusive.

By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, 1st August, 1893. [1695

DAKIN, CRUICKSHANK AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the HONGKONG HOTEL, Victoria, Hongkong, on MONDAY, the 21st AUGUST, at 3.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st December last.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 14th to 21st inst., both days inclusive.

By Order of the Board of Directors.
FRANK WATTS, Manager.
Hongkong, 10th August, 1893. [1763

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the Provision of No. 121 of the Articles of Association, the GENERAL AGENTS have this day DECLARED an INTERIM DIVIDEND of 8 per cent. for the half year ending 30th June, 1893, on the paid up Capital of the Company.

DIVIDEND WARRANTS Payable on FRIDAY, the 25th AUGUST, will be issued to Shareholders.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 15th to the 25th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 7th August, 1893. [1744

FOR SALE.

BORDEAUX WINES.

		qts.	2 doz pts.
ST. GEORGE'S,	per doz.	$ 2.75.	
CRU WYNBRON,	" "	$ 3.00.	$3.50
ST. GEORGE'S,	in Cash (24 doz.)	$40.00.	
CRU WYNBRON,	" " "	$46.00.	
"	" " (12 ")	$25.00.	

Samples on application
G. GIRAULT,
a1929] 6, Queen's Road.

BRAZIL.

GUILD, MILLER, AND CO.
RUA 1.8 DE MARCO, 108.
(P. O. Box 1154.) RIO DE JANEIRO.

MILLER, GUILD, AND CO.
RUA 24 DE MAIO, 15 | RUA SAO BENTO, 39
(P. O. Box 139.) SANTOS | (P. O. Box 272.) S. PAULO

Cable Address, "Naiad"—Rio, Santos, Sao Paulo.

General and Commission Merchants, Steamship Agents, Tugboat, Lighter, and Wharf Owners, also of Coal Depot, where a stock of "Cory's Merthyr" is always kept. [1979

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS £28,292,000
NEW BUSINESS FOR 1892 EXCEEDS £35,721,200
SURPLUS UNDIVIDED .... £ 3,457,830

Life Policies on European Lives and illustrations showing results of Tontine Policies matured in 1892.

BIRLEY, DALRYMPLE & Co., } Agents in
ARNHOLD, KARBERG & Co., } Hongkong.
Hongkong, 22nd March, 1893. [a1673

CLARETS. CLARETS. CLARETS.

H. RUTTONJEE begs to inform the general public of Hongkong and the Coast Ports that having made special arrangements in France with his representative (who has a long experience in the line of Clarets), he is now prepared to supply the very best and superior quality of Clarets at following prices:—

CLARETS (Bottled at Bordeaux).

	per dozen qts.	per dozen pts.
P. MARGAUX	$10.00	$5.50
SUPERIOR ST. JULIEN (Two Crowns)	$ 8.00	$4.75
ST. JULIEN (One Crown)	$ 6.00	$3.75

CLARETS (Bottled by Firm).

	per dozen qts.	per dozen pts.
POMERAL BREAKFAST	$3.00	$1.75

H. RUTTONJEE,
13, D'Aguilar Street.
Hongkong, 18th July, 1893. [1208

LANE, CRAWFORD & CO.

SHOOTING SEASON 1893.

FOWLING PIECES in Cases with Implements.
MARTINI-HENRI MATCH RIFLES, WINCHESTERS, CARBINES.
COLT'S "LIGHTNING" CARBINES, REVOLVERS.

ELEY'S CARTRIDGE CASES.
METAL COVERED, GREEN, BLUE, and BROWN.

CARTRIDGES loaded with (E.C.) or "ALLIANCE" GUNPOWDER.

PIGON, WILKS, and LAURENCE "ALLIANCE" SPORTING POWDER.

NEWCASTLE CHILLED SHOT.

WADS, CAPS, LOADING MACHINES, RE-CAPPERS,
CARTRIDGE BELTS and BAGS, GUN CLEANERS, &c., &c.

LANE, CRAWFORD & CO.
Hongkong, 10th August, 1893. [a23

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

The LOWEST RATES charged consistent with ABSOLUTE SECURITY.

In comparing the rates of Premium charged by the POSITIVE and by other Companies for Life Policies, it must be borne in mind that the POSITIVE Premiums *last for a stated number of years only* and then cease, while those charged by some other Societies *continue for life.*

Send for a Prospectus and Tables of Rates, to
R. C. WILCOX,
Agent for Hongkong and South China.
Hongkong, 9th August, 1893. [1353

W. ROBINSON & Co.

UNDER HONGKONG HOTEL.

CHEAP IRON FRAMED PIANOS from $200—Guaranteed.

PIANOS for HIRE or MONTHLY PAYMENTS, EXCHANGED, REPAIRED, MOVED, and STORED.

2,000 Vols. AMERICAN SONG, PIANO, and DANCE FOLIOS, containing all the latest most popular Music published.

NEW AUTO-HARPS, MANDOLINS, GUITARS, &c. STRINGS, FITTINGS, and MUSICAL SUNDRIES. [a513

"AQUARIUS."

THE TABLE WATER FOR THE EAST.

A PURE AERATED WATER MADE FROM TREBLE DISTILLED WATER ONLY.

Manufactured by the Aquarius Company.

ESTD. 1864.

Per 1 dozen quarts .... $1.75 } less allowance for empties returned to our Godowns. } $0.50, Net $1.25
Per 1 dozen pints .... $1.00 } } $0.25, Net $0.75

CALDBECK, MACGREGOR & CO., Sole Agents.

13, Queen's Road,
Hongkong, 8th August, 1893. [a26

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 25th January, 1892. [264

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP and SPOONS will be Shot for on SATURDAY, the 12th August. Ranges, 700 and 800 yards. Time, 3 P.M.

ED. ROBINSON, Hon. Secretary.
Hongkong, 10th August, 1893. [72

AMUSEMENT.

THE "VICTORIA" DISASTER.

THEATRE ROYAL.

THE Entertainments to be given TO-MORROW (SATURDAY), 12th AUGUST, and WEDNESDAY, 16th AUGUST, to assist the fund in aid of the Widows and Families, will consist of

GRAND CHRISTY MINSTRELS PERFORMANCE,
introducing all the latest Comic Songs, Ballads, and side-splitting Jokes, concluding with the Plantation absurdity "THE SKIDMORE GUARDS."
4 CORNERMEN—40 VOCALISTS.—
THE BOYS OF ST. JOHN'S CATHEDRAL.

The Second Part will consist of a
GRAND VARIETY PERFORMANCE,
with Novelties quite new to Hongkong.

Concluding with a series of
GRAND TABLEAUX,
Illustrating the Discovery of the French Fleet in Trafalgar Bay, the Battle of Trafalgar, and the Death of Nelson.

Tableaux I.—Three Cheers our Gallant Seamen gave.
" II.—And now the Cannons roar.
" III.—Heaven fights upon our side.

Prices to Dress Circle and Stalls, $2; $1 to Back Seats. Sailors and Soldiers in Uniform half-price to Back Seats only. Non-Commissioned Officers with Wives and Families to Back Seats of Stalls for $1 each.

Seats may be booked at LANE, CRAWFORD & Co., where Plan of Seats can be seen.

LATE TRAM to Peak.
Hongkong, 11th August, 1893. [1781

SURPLUS.

The EQUITABLE LIFE ASSURANCE SOCIETY of the UNITED STATES has a larger Surplus than any other Life Assurance Company in the world (U.S. Gold $31,189,815). Surplus is the measure, not only of financial strength, but of dividend-paying power.

During the last ten years it has earned more surplus than any other company in the world.

Its maturing Tontine policies show larger dividend returns than any other forms of policy issued by any other company.

Hence, the Society is the safest and best Company to assure with.

THE LARGEST SURPLUS IN HAND.
THE LARGEST SURPLUS EARNINGS.
THE LARGEST DIVIDEND DISBURSEMENTS.

To effect Assurances apply to
SHEWAN & Co., General Agents;
or to
J. T. HAMILTON, Manager for the East.
Hongkong, 7th August, 1893. [a328

AUCTION

PUBLIC AUCTION.

MESSRS. A. E. SKEELS & Co. have been favoured with instructions to Sell by PUBLIC AUCTION, at their SALES ROOMS, 17, PRAYA CENTRAL, TO-MORROW (SATURDAY), 12th AUGUST, 1893, at 2.30 P.M., (for Sundry Accounts,) a large quantity of NEW and SECOND-HAND FURNITURE, comprising:—HALL, DRAWING-ROOM, DINING-ROOM, BED-ROOM, and OFFICE FURNITURE, SINGLE and DOUBLE FRENCH BEDSTEADS (Brass Mounted) with Wire Woven Mattresses, TAPESTRY, CRETONNE, and LEATHER COVERED COUCHES and CHAIRS, EXTENSION DINING TABLES, ELECTRO-PLATED, PORCELAIN, and GLASS WARE; CUTLERY, COOKING and other STOVES, ICE SAFES, MEAT SAFES, FILTERS, CLOCKS, ORNAMENTS, PICTURES, CARPETS, RUGS, and Sundry Household Requisites.

On View on Thursday and Friday, August 10th and 11th. Catalogues will be issued.

A. E. SKEELS & Co., Auctioneers & Valuators,
Repository Sale Rooms, 17, Praya Central.
Hongkong, 9th August, 1893. [1755

INTIMATIONS.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
7A, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.
Liberal Discount Allowed. [1268

INTIMATIONS.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

SUIT No. 827 OF 1893.

PLAINTIFF—THE HANG LEE FIRM.
DEFENDANT—THE TAK ON FIRM.

NOTICE is hereby given, That a WRIT of FOREIGN ATTACHMENT returnable on the 25th day of AUGUST, 1893, against all the Property moveable or immoveable of the above-named Defendant within the Colony of Hongkong has been issued in this Suit, pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."

Dated this 9th day of August, 1893.
CHAS. D. WILKINSON,
Plaintiff's Solicitor,
1764] 70, Queen's Road, Victoria.

NOW READY.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS,* JANUARY to JUNE, 1893. Price $6.50.

Hongkong Daily Press Office,
Hongkong, 29th July, 1893. [1689

NOTICE.

NOTICE is hereby given, that the TRADE MARKS of the MAN LOONG (隆萬) FIRM, Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuant to Ordinance No. 16 of 1873.

Head Office: HONAM, CANTON. Hongkong Office: No. 376, QUEEN'S ROAD CENTRAL.

Managers:—{LEUNG YU SANG, WONG HOI CHOW.
Hongkong, 9th January, 1893. [a137

NOTICE.

NOTICE is hereby given, that the TRADE MARKS of the SAM SHING (勝三) FIRM Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuant to Ordinance No. 16 of 1873.

Head Office: HONAM, CANTON. Hongkong Agency: No. 376, QUEEN'S ROAD CENTRAL.

Managers:—{LEUNG YU SANG, WONG HOI CHOW.
Hongkong, 9th January, 1893. [a136

J. W. KEW & CO.'S STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of Shipowners, Agents, and Captains is called to the superior quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging of Cargo.

Quickest despatch with lowest possible rates.
J. W. KEW & Co.,
c/o Carmichael & Co., Ltd.
Hongkong, 13th June, 1893. [1346

CUTLER, PALMER & CO.,

Shippers to CHINA for over half a Century, Established in EUROPE in 1815

This ancient House consign to us the well-known

4 STARS COGNAC,
superb quality.
Price $19.75 per 1 dozen bottles.

The 3 STARS COGNAC,
about 3 years younger,
Price $18.5 per 1 dozen bottles.

The 2 STARS COGNAC,
equal to Hennessy's,
Price $14.75 per 1 dozen bottles.

"PALL MALL" WHISKY,
very old and high class. Each bottle bears an analyst's certificate. The Whisky is simply grand.
Price $17.50 per 1 dozen bottles.

HEART BOTTLE SCOTCH WHISKY,
moderate in price, excellent in quality, a great favourite,
Price $12.75 per 1 dozen bottles.

A. BRODIE & CO.'S SCOTCH WHISKY,
in Dump Bottles,
Price, $11.00 per dozen.

BRODIE & CO.'S RARE OLD WHISKY,
in "Squat" Bottles.
Price $9.00 per 1 dozen bottles.

GLENIFFER BLEND, OLD SCOTCH WHISKY,
Price $8.00 per 1 dozen bottles.

INVALIDS' PORT,
Analysed and Certificated by Professor Cassall.
Price $17.50 per 1 dozen bottles.

DOURO PORT,
Exceptionally good value,
Price $10.50 per dozen bottles.

SHERRIES,
AMOROSO.
Price $17.50 per 1 dozen bottles.
LA TORRE.
Price $14.50 per 1 dozen bottles.
Pure and natural wine, a tonic.
WHITE SEAL SHERRY—Popular at the Club.
dry, clear, and of good flavour.
Price $17.50 per 1 dozen bottles.

CLARETS
in Qts. and Pts.
MOUTON.
Price $24.00 per 1 dozen bottles.
LAROSE.
Price $14.00 per 1 dozen bottles.
MARGAUX-MEDOC.
Price $7.75 per 1 dozen bottles.

LIQUEUR.
BENEDICTINE, D.O.M.,
Price $32.50 per 1 dozen bottles.

CUTLER, PALMER & Co.

Agents—SIEMSSEN & Co.,
29] HONGKONG.

CUTLER, PALMER & Co.
WINE & SPIRIT MERCHANTS.
Established London and Bordeaux in 1815
Shippers over half a century.
Apply to G. C. ANDERSON, of Messrs.
JARDINE, MATHESON & Co.,
Hongkong.

INTIMATIONS

AERATED WATERS.

Much time and attention is given to this branch of the business and our process ensures a perfect filtration and purification of the Water adjustment of the ingredients, and saturation with gas. The average pressure in the Soda Water is 36lb to the square inch.

The Machine is of the latest and most improved type driven by a 6 H.P. Engine.

We would recommend the following facts to our customers:—

If Aerated Water is opened carefully and without agitation it will retain as much gas as if it were under a pressure of two atmospheres. If opened and decanted in a violent manner it retains only what it is capable of absorbing under the ordinary barometric pressure.

Aerated Waters should be stored with the cork covered by the water.

THE VICTORIA DISPENSARY.

DAKIN, CRUICKSHANK & CO., LTD.
[a24

NOTICE TO SHIPPING AGENTS AND HOUSE OWNERS.

CALCARIUM

has proved a great success for colouring BRICK and IRON WORK. It is a cheap and efficient substitute for paint and equally as durable. It dries quickly and leaves no smell.

JOHN D. HUMPHREYS & SON, Agents.
Hongkong, 22nd July, 1893. [1487

GOVERNMENT OF NORTH BORNEO.

TENDERS are invited for maintaining regular STEAM COMMUNICATION for 12 months from 15th SEPTEMBER, 1893, between LABUAN and SANDAKAN, calling both ways at the intermediate ports of KWALA PENYU, KIMANIS, GAYA, ABAI, KUDAT, BANGUEY, and PAITAN. Minimum speed, 7 knots. Cargo capacity 80 tons. Accommodation for 2 European and 20 Native Passengers. Maximum draft 7 feet.

For further particulars, apply to
BIRLEY, DALRYMPLE & CO., Agents.
Hongkong, 23rd June, 1893. [1427

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERRED on which the Calls on the New Shares standing in the same name remain Unpaid.

By Order,
R. LYALL, Secretary.
Hongkong, 11th April, 1893. [873

W. POWELL & CO.

JUST RECEIVED,

Some Exceedingly Pretty Specialities in

SUNSHADES AND PARASOLS.

W. POWELL & Co.
Hongkong, 9th August, 1893. [a25

W. BREWER.

Football, by Rev. F. Marshall.
Dictionary of Treatments: Whitla.
Oliver's Shipping Law Manual.
Volunteering in India: J. T. Nash.
Civil Engineer's Pocket Book. Trautwine.
Iron Work, by Starkee Gardner.
More about the Mongols, by A. Gilmour, M.A.
Monks of the West: Montalembert.
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WALTER W. BREWER.
Hongkong, 9th August, 1893. [22

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TIME TABLE.

(TO BE IN FORCE FROM 1ST DECEMBER 1892).

WEEK DAYS.
7.30 a.m. to 10.30 a.m. ......Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ......Every half hour.
12.30 p.m. to 2.30 p.m. ......Every quarter of an hour
3.30 p.m. to 8.00 p.m. ......Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.

SUNDAYS.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ....Every quarter of an hour.
3 p.m. to 8 p.m. ....Every quarter of an hour.
Night cars from 9 p.m. to 11 p.m., every half hour.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 2nd December, 1892. [1790

SHIPPING.

ARRIVALS.

Aug. 9, AMOY, German str., 663, W. Wulff, Iloilo 5th August, Sugar and Wood.—ED. SCHELLHASS & Co.
Aug. 10, HONGAY, British str., 1,563, James Young, Samarang 2nd August, Sugar.—JARDINE, MATHESON & Co.
Aug. 10, NANYANG, German steamer, 1,059, F. Schultz, Canton 10th August, General.—SIEMSSEN & Co.
Aug. 10, COSMOPOLIT, German str., 552, Alb. Holtz, Canton 10th August, General.—WIELER & Co.
Aug. 10, FREJR, Danish str., 397, C. L. Strand, Pakhoi 7th August, and Hoihow 9th, General.—ARNHOLD, KARBERG & Co.
Aug. 10, TAISANG, British str., 1,505, H. W. Hogg, Shanghai 4th August, Foochow 8th, and Swatow 9th, General.—JARDINE, MATHESON & Co.
Aug. 10, AGLAIA, German str., 1,682, G. Petersen, Hamburg and Singapore 4th August, General.—SIEMSSEN & Co.
Aug. 10, CARDIGANSHIRE, British str., 1,623, Sincock, London, and Singapore 4th Aug., General.—DODWELL, CARLILL & Co.
Aug. 10, TAMSUI, British steamer, 919, Clegg, Canton 10th August, General.—BUTTERFIELD & SWIRE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
10TH AUGUST

Canton, British str., for Swatow.
Pollux, German str., for Singapore.
Kungpai, Chinese str., for Shanghai.
Glenesk, British str., for Singapore.
Tellus, Nor. str., for Kutchinotzu.

DEPARTURES.

Aug. 10, ALWINE, German str., for Hoihow.
Aug. 10, HANGCHOW, British str., for Swatow.
Aug. 10, CANTON, British str., for Shanghai.
Aug. 10, GLENESK British str., for London.
Aug. 10, KUNGPAI, Chinese str., for Shanghai.
Aug. 10, NATAL, French str., for Shanghai.
Aug. 10, TELLUS, Nor. str., for Kutchinotzu.

PASSENGERS.
ARRIVED.

Per *Aglaia,* from Singapore.—400 Chinese.
Per *Cardiganshire,* str., from London, &c.—Mr. Dick.

DEPARTED.

Per *Natal,* str., for Shanghai.—Messrs. Leroy, Petrier, Percy Swigg, F. Viccujee, Yokohama, Dumoutier, P. H. Hugget, Estive, and Ch. Duncan Garney.
Per *Zafiro,* str., for Amoy.—Mr. J. Weill.
For Manila.—Mrs. E. Danenberg, Messrs. A. M. Carneiro and C. S. McKinley.

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VESSELS IN DOCK.

ABERDEEN DOCKS.—Africa.
KOWLOON DOCKS.—Somali, Torridon, Galveston.
COSMOPOLITAN DOCK.—Chowfa.

TO-DAY.

Sale of Champagne at Mr. Armstrong's, noon.
Meeting of Hongkong Association, 4.30 p.m.
Entertainment in St. Andrew's Hall, 9 p.m.

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R. ISHERWOOD, Manager,
Mount Austin Hotel.
Hongkong, 7th August, 1893. [1843

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R. TUCKER, Manager.
Hongkong, 2nd April, 1892. [a30

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SOLE AGENTS FOR CHINA,
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Hongkong, 11th April, 1892. [1875

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Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*.
P. O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, AUGUST 11TH, 1893.

THOSE of our readers who have an interest in or have studied the accounts of our local fire insurance offices must have become aware how much their business has been influenced by the action of the home offices. Competition in fire, as in every other kind of insurance, is daily increasing, but in spite of the strenuous exertions of the home Companies to extend their operations, and the enormous amount of business done by them, the year 1892 has proved unfavourable for the majority. We have before us the annual report of the Royal Insurance Society, a Company described by the *Review* of the 28th June as "the very largest fire insurance "Company in this or any other country." We think we cannot do better than give *in extenso* the figures of their fire account. They are as follows:—

	£ s d	£ s d
Amount of fire insurance fund at the beginning of the year	700,000 0 0	
Amount from "Midland Counties" fund	28,000 0 0	
Amount of conflagration fund	200,000 0 0	928,000 0 0
Premiums received after deduction of re-assurances		3,033,022 16 4
Interest		30,534 15 8
Amount carried to profit and loss account		6,564 13 11
		£3,998,309 5 11
	£ s d	**£ s d**
Losses by fire after deduction of re-assurances		1,409,406 15 0
Commission		286,347 6 11
Expenses of management		374,145 4 0
Amount of fire insurance fund	728,000 0 0	
Amount of conflagration fund	200,000 0 0	
At the end of the year		928,000 0 0
		£3,998,309 5 11

From these figures it will be seen that the amount of net premia plus interest was over £2,060,000. In spite of this enormous income the year closes with a *debit* balance of £6,564 owing to fire losses, £1,400,000, and the heavy commission and management expenses, £660,000.

Again, taking from the same newspaper the figures of the fire department of the General Life and Fire Assurance Company, we find at the beginning of the year the amount of fire assurance fund to be £61,576, premia less re-assurance £51,292, or a total credit of £112,868. On the other side we find losses by fire after deduction of re-assurance £73,281, expenses of management and law charges £17,767, commission £8,922, amount of fire insurance fund at the end of the year £12,896! With such accounts before us, and accounts, it must be remembered, of first-class companies, there is only one deduction to be drawn, and that is that present rates are inadequate. It is manifestly impossible that such a state of things should continue. The fire insurance companies must defend themselves, and the only way they can do so is by raising rates to a remunerative basis. We append some interesting figures, from the *Review* of the 5th July, showing the position of the fire business of 1892. In connection with what we have said, we would call special attention to the column headed "Percentage of Losses and Expenses":—

Name of Company.	Premiums. £	Percentage of losses to premiums.	Percentage of expenses to premiums.	Percentage of losses and expenses.
Royal	2,033,053	69·3	32·5	101·8
L'pool & L'don & Globe	1,535,196	64·9	30·6	95·5
N. British & Mercantile	1,467,819	66·9	33·9	100·8
Sun	1,029,326	65·9	33·1	99·0
Commercial Union	1,010,115	74·3	32·7	107·0
Lancashire	922,847	65·8	29·7	95·5
L'don & Lancashire Fire	831,056	71·3	33·7	105·0
Norwich Union Fire	853,393	64·8	31·7	96·5
Imperial Fire	773,723	68·5	31·7	100·2
Northern	710,763	67·6	32·9	100·5
Guardian	602,431	68·5	35·5	104·0
Alliance	532,182	53·1	34·1	87·2
Manchester	515,802	58·6	32·8	91·4
London Assurance	443,967	66·5	33·4	99·9
United Fire	409,312	65·2	32·4	97·6
Palatine	405,291	65·4	32·3	97·7
Caledonian	403,416	65·2	35·9	101·1
Scot. Union & National	371,301	60·1	30·5	90·6
Atlas	301,079	66·1	31·5	97·6
Union	262,528	67·0	35·0	102·0
Economic Fire	246,962	78·0	34·0	112·0
National of Ireland	245,135	75·8	31·7	107·5
Royal Exchange	217,450	48·8	32·7	81·5
Lion	204,209	73·5	33·5	107·0
Equitable F. and A.	167,107	66·0	33·3	99·3
Law Fire	129,889	40·8	28·4	69·2
West of England	103,638	74·0	31·6	105·6
Fire Insur. Association	103,326	66·1	36·3	102·4
Yorkshire	90,196	62·3	32·9	95·2
Hand-in-Hand	81,148	56·3	30·0	86·3
Kent Fire	73,658	62·5	33·9	96·4
Law Union and Crown	67,494	34·0	30·0	64·0
General	51,293	142·8	52·0	194·8
British Law	38,526	58·8	54·6	113·4
Straits	37,650	35·3	34·0	69·3
State Fire	36,662	95·7	35·3	131·0
Essex and Suffolk	26,921	86·1	27·5	113·6
Scottish Alliance	21,055	60·3	32·7	93·0
Ecclesiastical Buildings	14,665	—	—	64·5
Com. Fire of Scotland	14,201	37·8	43·6	81·4
Co-operative	9,199	57·2	31·3	88·5
West Scotland	6,186	42·6	35·1	77·7
Federative	2,384	33·7	16·0	49·7
Eastern Counties	2,644	36·5	51·3	87·8
Primitive Methodist	1,845	17·2	18·0	35·2
Cam. U'sity and Town	1,645	10·0	47·2	57·2
Free Church of Scotland	1,303	46·4	19·2	65·6
Bute	374	6·1	38·5	44·6
Welsh Baptist	160	—	31·2	31·2

MR. CLEVELAND'S views on the silver question being already well known, the telegram published to-day giving a summary of his message to Congress will cause no surprise. What we want to know is whether MR. CLEVELAND will carry Congress with him. On that point there can be almost as little doubt as there is about the President's individual opinion. MR. BLAND has given notice of his intention to introduce a Bill repealing the Sherman Act and substituting therefor free coinage at the ratio of sixteen to one. This is the forlorn hope of the silverites and it is doomed to certain failure. In the session of Congress which has just been opened they will make their supreme effort, and, failing to carry free coinage, will endeavour to secure a compromise. That was what happened before, when they got the Sherman Act carried, by which, while refusing to recognise silver as full legal tender money by endowing it with free coinage, the United States endeavoured to bolster up the price by making purchases of 54½ million ounces of the metal annually. The Act has proved a failure and it has come to be recognised that there is no logical halting place between free coinage and discarding the metal altogether. Free coinage, it is safe to predict, will not be carried; and no one except the mine owners will be sorry to see the compulsory purchases of silver stopped. With the disappearance of the Sherman Act the metal will soon find its lowest level and then we will have a solid basis on which to work. A sense of insecurity is more damaging to trade than anything else, and the Sherman Act, with the violent fluctuations in the value of silver which it has brought about, has had a more disastrous effect on commerce than any other legislative act of modern times. We are not sure that MR. CLEVELAND is justified in ascribing the recent financial crisis in the United States to the Sherman Act, because that crisis was almost on all fours with the crisis in Australia and in the latter case the silver difficulty could not be imported as one of the immediate factors in the disturbance. Whatever the currency of a country may be excessive speculation and inflation are bound to be followed by depression, and this is the explanation of the recent financial disasters both in America and Australia. But although the recent acute crisis in which so many banks have had to close their doors cannot be charged to the Sherman Act, the silver difficulty is nevertheless a very real one for America and in the national interests must be dealt with in a radical manner. Wealthy as the country is, the United States cannot go on indefinitely buying silver to be stored in the vaults and kept there lying idle. Either free coinage must be declared or the monthly purchases must be stopped. As bimetallists we would rejoice to see any step taken looking to the adoption of the bimetallic principle, but this is a matter in which one country cannot act alone, even a country of such financial strength as the United States. The result of any attempt of the kind would be that in a very short time the country making the experiment would lose all its gold and be left practically with a single silver standard. That is a contingency which the United States will not face and it may be taken for granted that MR. BLAND's Bill will be rejected. The silver party may, contrary to expectation, be found strong enough to prevent the immediate repeal of the Sherman Act, but repealed it must be sooner or later, if not by the present Congress then by the next, and the sooner the repeal takes place the better for everyone. The immediate consequence to be expected from that step would be another serious fall in silver, but as the contingency has been foreseen it is possible the fall may not be so great as many people anticipate. And once the Sherman Act is out of the way the artificial encouragement to the production of silver will be removed, more mines will be closed down, and after the lowest point has been reached we may see a gradual but steady rise in the price of the white metal. The prospect of the adoption of international bimetallism will also be improved. When the great commercial nations begin to feel the effects of the scarcity of gold and are satisfied that silver cannot be further discredited, they may be willing to rehabilitate the white metal as money, not at the old ratio of 15½ or 16 to one of gold, but at the market rate at the time the change is made, which may be thirty to one, increasing the ratio gradually, as the Indian Government proposes to do with its rupee. Looking to the immediate prospect, however, the probabilities all point to a further fall in exchange and the continuance for some time to come of the difficulties under which trade and enterprise in the Far East have so long been labouring.

The N. P. steamer *Victoria* has arrived at Yokohama from Tacoma, and sailed at daylight yesterday for Hongkong via Kobe, &c.

Colonel Chater, of the Argyle and Sutherland Highlanders, has been placed on half-pay on completion of four years' service in command of a battalion.

The China Mutual steamer *Moyune*, from Glasgow and Liverpool, passed the Canal on the 9th inst. and may be considered due at Singapore on or about the 27th inst.

The weather report yesterday morning was as follows:—On the 10th at 10.42 a.m.—"Depression is East of N. Formosa." At 11.2 a.m.—"Barometer falling. Gradients slight for W. winds. Sea smooth. Weather fine on the whole, but possibly a thunderstorm."

Mr. H. E. Wodehouse yesterday concluded the enquiry into the circumstances attending the death of four coolies at the China Sugar Refinery through the collapse of a scaffolding, and a verdict of accidental death was returned.

Professor Sera advertises an entertainment at the St. Andrew's Hall this evening, the attraction being one of Edison's phonographs. As we have already stated the novelty is one well worth seeing—and hearing—and should secure a good house.

A Japan contemporary says:—The Tokyo papers are delighted with the compliments paid to the yen by so important a body as the Hongkong Chamber of Commerce. Advice is freely tendered to the Government to accept a proposition, if one is made, for the coining of a British dollar at Osaka. Meantime it is warned that China may start a new coinage and strive to be first in the field.

Ceylon, like Hongkong, is calling for a reduction in Government establishments. Referring to an interview with Sir Charles Layard in which the subject is mentioned the *Ceylon Observer* asks:—"Are Sir Charles and his reporter so 'green' as to believe that the initiative to any satisfactory extent will ever be taken by the Colonial Office (greedy of patronage even to Police subordinates and cadetships) or can Sir Charles recall in his fifty years' service any 'retrenchment' worthy of the name ever undertaken by the local Ceylon Government?" The *Observer* has been advocating annexation to India as likely to result in reduced cost of administration.

The following Consular appointments are gazetted:—Benjamin Charles George Scott, Esq., to be Her Majesty's Consul at Swatow; Henry Barnes Bristow, Esq., to be Her Majesty's Consul for Tientsin and Peking, to reside at Tientsin; Byron Brenan, Esq., to be Her Majesty's Consul at Canton; Alexander Frater, Esq., to be Her Majesty's Consul at Hankow; Christopher Thomas Gardner, Esq., to be Her Majesty's Consul at Amoy; George Macdonald Home Playfair, Esq., to be Her Majesty's Consul at Pakhoi; Robert William Mansfield, Esq., to be Her Majesty's Consul at Wenchow; Michie Forbes Anderson Fraser, Esq., to be Her Majesty's Consul at Chungking; Octavius Johnson, Esq., to be Her Majesty's Vice-Consul at Pagoda Island; and Richard Willett Hurst, Esq., to be one of Her Majesty's Vice-Consuls at Shanghai.

By a curious coincidence, says the *Literary World*, the same issue of *The Times* that reported the defeat of the motion for admitting women to the Royal Geographical Society contained an extract from *The North China Herald* describing the truly wonderful exploits of Miss Taylor, of the China Inland Mission, who has just returned to Chungking after spending about a year in Tibet. A lady who could successfully lead an expedition into the heart of a country like Tibet, and win over the Tibetans to such an extent that they protected her against her own Chinese servant, to say nothing of skirmishes with brigands and forcing a way through twenty feet of snow, may surely claim at least an equal right with the majority of male Fellows of the Society to whatever recognition of merit it can offer. But the ladies will soon be able to start a Geographical Society of their own.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

THE PRESIDENT'S MESSAGE TO CONGRESS.

LONDON, 9th August.

President Cleveland in his message at the opening of Congress dwelt at great length on the disastrous results involved in the Sherman Act, namely, accumulation of useless silver, depletion of gold, depreciated currency, and a financial crisis extending to all classes. Concluding, he earnestly advised Congress to repeal the Sherman Act, and to take action showing the resolve to fulfil national obligations in money recognised by all civilised countries.

ATTACK UPON A LADY ON THE BOWEN ROAD.

A daring attack was made upon a lady on Wednesday evening on the Bowen Road by a coolie. About a quarter-past five the lady met a Chinaman just above the Wanchai reservoir and she had not proceeded very far before she was surprised by the ruffian, who had come up noiselessly behind, pinning her arms behind her back and endeavouring to force her to the ground. The lady screamed and vigorously resisted, but there was no one in the vicinity to render her any assistance. Eventually she succeeded in getting upon her feet and ran as fast as she could from the man, who, seeing that he could not accomplish his purpose without difficulty, took to his heels, in the opposite direction. A Sikh constable on the bridge overlooking the valley was informed of the occurrence, but this intelligent officer failed to report the matter to the authorities and no intimation was received by the police at the Central Station until the husband of the unfortunate lady wrote in lodging his complaint. The lady had no jewellery on at the time and it seems likely therefore that the villain's object was something more serious than robbery. The lady states that she is doubtful whether she could identify her assailant, although she left several scratches on his face. Her blouse was torn in places and stained with the blood of the ruffian. In falling rather severe bruises were sustained, and the excitement incidental to the encounter left the lady in a very prostrate state. It would seem that this somewhat lonely district is scarcely under sufficient police surveillance, this not being the first attack of the kind which has been made upon defenceless females during the past twelve months.

SUPREME COURT.

10th August.

IN BANKRUPTCY.

BEFORE HIS HONOUR MR. E. J. ACKROYD, PUISNE JUDGE.

THE AFFAIRS OF G. R. STEVENS AND CO.

George Richard Stevens, trading as Geo. R. Stevens and Co., appeared for his public examination.

Mr. G. C. C. Master (of Messrs. Johnson Stokes and Master) watched the case on behalf of the debtor.

Mr. Reece represented the late firm of Messrs. Ewens and Reece, creditors, and the other creditors present were Mr. E. W. Rutter, local liquidator of the New Oriental Banking Corporation, Ltd., and Mr. A. W. A. Becker, representing the firm of Wieler and Co.

The Official Receiver (Mr. C. F. A. Sangster) examined the debtor as follows.

The receiving order was made in your estate, Mr. Stevens, on July 5th, 1892?—Yes.

And you filed your statement of affairs on the 17th of the same month?—Yes I did.

You have been carrying on business for a number of years as a general commission agent?—I have.

And also in chartering steamers and buying and selling coal?—Yes.

You are agent for the Nippon Yusen Kaisha?—Yes.

And until lately agent for the South British Fire and Marine Insurance Company?—Yes.

In the statement of affairs filed you put down your preferential creditors at $1,858.50?—Yes.

Unsecured creditors, $49,798.98?—Yes.

Creditors partly secured, $228,154.91?—Yes.

Less estimated value of securities, $90,678.?2?—Yes.

That leaves $137,476.89 unsecured?—Yes.

Making a total of $189,134.10?—Yes.

Your chief creditor is the New Oriental Banking Corporation?—Yes.

I must take you back shortly to December 31st, 1889, or January 1st, 1890. Your course of business with this Bank was to draw upon them and deposit shares as security?—No, I had an account at the bank and I had an overdraft.

But you deposited security?—Yes, against my overdraft.

Not shares?—Whatever security I happened to have. Shares and coal were the principal deposits.

On December 31st, 1889, what was your overdraft at the Bank?—$137,020.32.

And the securities held by the Bank amounted to how much?—Taking them at their market value to $133,593.10.

That is taking the shares at the market rate of the day?—Yes.

There was only a difference of $3,443?—That is all.

You only owed the Bank at that date that amount?—Yes.

What cash balance had you in your books in your favour at that date?—On December 31st, 1889, I had $12,839.

So that you had between $8,000 and $9,000 in hand?—Yes, at the end of 1889.

You were solvent then?—Yes.

I will now take you through 1890. You had some big losses in that year?—I had a few losses in 1890.

Will you tell me what they were. You had a shrinkage on the shares deposited in the Bank?—Yes, there was a shrinkage of $10,783.

I suppose you mean by shrinkage that the Bank realised some of the shares at a lower rate?—No, the Bank kept the shares, but it was the difference in the value between 1889 and 1890.

What other loss had you?—I lost $9,610 in shares.

Anything else?—No.

How did your overdraft at the O.B.C. stand at the end of 1890?—It stood at $31,941.17.

What was it covered by?—Shares at the market value of $54,455.25 and coal $24,104.70.

That amounts to?—$78,559.95.

His Lordship—Did the Bank realise any of the securities?—I think not.

The Official Receiver—Hadn't you a loan against the coal for $31,000?—I have no recollection of it. I can tell you by referring to my books.

It appears that you had a loan of $31,293; is that so?—I had a loan account and an overdraft.

I want you to distinguish between the two. Will your explain?—I have not any note of it here. I can only answer that by referring to my books. I thought that the loan account had been included in the overdraft.

You say you deposited shares and coal almost up to the amount of $137,000? Did you borrow any further money in 1890?—I had a loan in 1890 besides a loan in 1889.

What amount?—I have not any record of it.

According to your statement here at the end of 1890 your overdraft was $31,941.07 and your securities $78,955.98, so that according to that you only owed the Bank about $3,000?—That is not including the loan.

What was the amount of the loan?—There was a small loan in 1890 on coal.

How much?—$26,595.

Not $31,000?—No, $26,595.

That is about the value of the coal you hypothecated to the Bank?—That would be covered by the coal and from that time the coal would be kept in a separate account.

You must have had other losses than those you have mentioned?—Not in 1890.

1891 was a very bad year for you?—Yes, a very bad year.

In fact, you became insolvent in 1891, was it at the beginning or the middle or the end?—I was insolvent really from the beginning of 1891.

That does not appear in the statement that you made before?—I found I was insolvent about the middle of 1891, and I telegraphed to the Bank.

You think you were insolvent during the first six months of 1891?—Yes.

What were your losses in 1891?—Shrinkage in shares, $27,547.

That means that the Bank realised some of your shares?—No.

Do you mean to say that the Bank held all those shares during 1891?—Yes, that amount is the actual shrinkage in value. The shares were held by the Bank.

What were your share losses?—$3,250.

Bad debts on shares?—$700.

And losses on charters?—In 1891 I lost $32,000.

That does not include the *Amigo* case?—No.

What were your losses on coal?—$1,000.

And bad debts at the end of 189 were?—$4,36?.88.

Why didn't you stop business then?—I hoped to recover the value of the securities. One of my largest holdings was Cardiff coal and I was hoping to be able to recover.

But it was pledged, was it not, in the Bank?—It was pledged in the Bank but I was hoping to recover the value. Most of it had been bought at $13 and it had fallen to $9 or $10. When I found that I was quite insolvent I telegraphed to the directors of the Bank at home and put my position before them.

What was this in consequence of?—I could not get any further overdraft and Mr. Rutter was constantly writing to me.

What was the result of telegraphing to the directors?—I told them I wanted further advances or I must stop.

What was the result?—I told them that if I did not get further advances I must stop, but that if I did there was a good chance of my pulling through.

You got further advances?—I got $20,000.

What time of the year was that?—It was on August 31st that I telegraphed and I believe that the next day Mr. Rutter got a telegram asking what amount would be sufficient.

When was the *Amigo* charter?—I chartered the *Amigo* on several occasions.

I mean the special one in which you were so unfortunate?—That was the last charter.

You sub-chartered her, and you were sued by Jebsen and Co.?—Yes.

Had you at that time any reason to believe that it would fall through financially?—Quite the reverse. I called on Mr. Wieler and asked him whether he would sanction the charter on behalf of the owners.

Did you know Mr. Vogel?—Yes, very well. Mr. Wieler said that he would be very pleased to charter several steamers for which he was agent to Mr. Vogel himself, as he understood that he came here with a large credit.

Can you fix the date of that charter?—August, 1890.

At the end of 1891 what was your overdraft at the O.B.C.?—At the end of 1891 it was $120,683.24.

And what did the securities held by the Bank amount to?—$36,557.75.

And some coal?—The coal would go under the loan.

His Lordship—Had you an overdraft of $120,683.24 besides the loan?—Yes, the loan varied between $15,000 and $28,000 according to the quantity of coal we had.

The Official Receiver—The coal was then worth?—$8,350.

You also had a loan from the Hongkong and Shanghai Bank on coal. I believe, in 1892 of $40,000 odd?—I had a loan in 1890 for $5,28?.

I do not mean that. What was the other?—In 1892 I had a loan of $39,167.

You have put it in your statement as $40,873?—Yes, there is a little difference.

Since you made the statement you have found a difference?—Yes.

Is that loan on coal?—Yes.

You have put down in your statement of affairs, "Hongkong and Shanghai Bank, unsecured, $3,179." Are you aware that they have claimed $40,000?—There must have been a forced sale of the coal since made.

His Lordship—What ought a forced sale to fetch?—There were 2,451 tons of Cardiff and 810 tons of Japan coal. The Cardiff ought to sell for $9 a ton. At the time of the advance it was $11 a ton.

The Official Receiver—I see, my lord, that in their proof they say, "3,400 tons of coal, value $24,1?7."

The debtor—I had a banking account there for two or three years but I had no overdraft, and the account was squared in 1893.

The Official Receiver—This loan kept you going?—Yes, until the time of my insolvency. Things went very much against me from that time, more particularly the charters.

What do you attribute your insolvency to altogether?—I attribute it immediately to the judgment given in the *Amigo* case against me.

That was for $27,000?—Yes, not including costs. And also the immediate stoppage of the O.B.C.

Why?—It had been carrying me on and I could not get any more advances when it stopped.

Had you any shares in it?—I had 75 shares which the Bank were holding at the time.

You lost, you say, by the charters?—I lost in 1893 on charters $5,1?8.

And a shrinkage in shares?—In 1892 I lost $3,128. The same year my loss on coal was $16,084.

What was your interest account for 1890?—$8,531.37.

And 1891?—$10,860.37.

And 1892?—$8,692.53.

Cohen and Georg have claimed $9,162.99; was that a share transaction?—Yes.

They hold the shares as security?—Yes, and they hold $395 as collateral security.

Are your creditors principally in the colony or out of it?—They are nearly all in the colony. Very few are out of the colony and their amount is very small.

This concluded the Official Receiver's examination.

Mr. Becker put a question relative to the transaction with Mr. Vogel, but His Lordship said that if the debtor had said anything which he wished to contradict he could go into the box and give evidence. Mr. Becker did not press his question.

Mr. Rutter asked whether the shrinkage in the shares was not partly due to the fact that some had been realised at a loss.

The debtor said that practically very few shares had been sold, as the list of those now held had been almost the same all along.

Mr. Rutter, addressing his Lordship, said that a very large number of shares had been realised.

No other creditors put any question.

The Official Receiver—I ought to say, my lord, that the bankrupt has given me every assistance in collecting what assets were to be collected, since July, 1892. There has not been a great deal collected and there is not much hope of a very large dividend.

His Lordship—With respect to the claim of the Hongkong and Shanghai Bank you must take care that they do not get a dividend on the whole amount.

The Official Receiver—It will be reduced by the $24,000 security.

His Lordship—Yes. I will close the examination.

Mr. Master—I would ask your Lordship to fix a date for the discharge.

His Lordship—I cannot possibly do that. I think you must apply to the Chief Justice. I am only sitting for him to-day.

Mr. Master—Might I state—

His Lordship—I don't think it necessary to state anything.

Mr. Master—I wish to avoid coming to Court again to apply for a day to be fixed for hearing the application for discharge.

His Lordship—I will note that you apply now for a date to be fixed.

An order for closing the public examination was then made.

EVOLUTION AS APPLIED TO MAN.

Mr. Skertchly's lecture yesterday was upon Mental Evolution. It has been shown in previous lectures that the evolution of species depends upon the elaboration of organs useful to the individual. It is impossible under any form of evolution that any structure should be perpetuated for the sole use of another being; the rattle of the rattlesnake is not to warn its prey. Nor can any organ useless to the individual be formed, though organs, like the teeth of the dugong and whale, may from being useful become useless from changed conditions of life; in which case they tend to atrophy and disappear. Still less can any organ arise, as it were, prophetically; that is an organ must be useful from the start, and as Darwin himself admitted if it could be shown of a single structure that it had been developed to meet and cope with circumstances that had not yet arisen—that is, by foresight—his theory must fall. Everything in the physical evolution of a species resolves itself into adaptation to the struggle for existence. If a certain modification gives a better chance of life, it will be preserved and elaborated; if not it will die out. This is the fundamental basis of all evolution; advancement takes place by successive slow changes; leaps and bounds are unknown.

If, therefore, mental development has proceeded along the same lines we can with certainty predicate of it certain theorems. First, that all mental development proceeds along lines which give to the individual a better chance of existence. Second, that this development will be in gradual steps. Third, that no mental condition can be evolved which is in advance of the needs of the individual for the time being.

Now let us examine the facts of the case. The brain is the organ of the mind, and it has been conclusively shown that in the mammalia there has, during the Tertiary period, been a gradual increase of brain capacity. Thus Prof. Marsh has shown that all the tertiary mammals had small brains; that there was a gradual increase of size during this period; that the increase was confined chiefly to the cerebral hemispheres; that in some groups the convolutions of the brain become more complex; and that in certain groups the cerebellum and olfactory lobes have actually diminished in size. So far the common opinion that brain capacity is directly correlated with intelligence is brought out clearly by geological evidence. But we must not push this idea beyond its legitimate limit. Brain action is of two kinds or qualities; those which deal with the ordinary necessities of life, and those which deal with the higher faculties, such as emotions and æsthetic feeling.

Applying this principle of brain development to man, let us see if the principle holds good. The mean weight of the human brain at present in adult man is about 49 oz., varying from 35 oz. at birth to 47 oz. in old age. The brains of certain eminent men have been weighed and it was found that whereas that of Cuvier weighed over 64 oz., that of Hausmann, the great German mineralogist, only weighed 43 oz. Mere size then is no measure of intellectual calibre. We cannot weigh the brains of fossil man, but we can measure the cubic-capacity of the cranium. The Neanderthal skull, usually considered the oldest we have, has a capacity of over 74 cubic inches, which is equal to that of the Malay skulls of the present time. The Brazilian skull, which may be tertiary and is certainly very old, has a capacity of 85 cubic inches, and the Cro Magnon skull, of pleistocene age, of no less than 97 cubic inches, or greater than the average of modern European races. So, far, then, as our knowledge goes, prehistoric man was at least the equal of modern man in brain capacity.

But intellect depends upon the complexity as well as the size of the skull, and we have no grounds for the assumption that even in this matter prehistoric man was inferior to ourselves. Geology therefore has, as yet, brought us no nearer to pithecoid man.

The best test of intellectual development is found in the social status of a race, in its arts and manufactures, in its mode of life, and we can apply this test both to prehistoric man and to modern savages.

Pleistocene man was a hunter and fisher, so are the Indians of America. There is nothing to show that he was lower in cult than the Indian, and in many ways he was superior to the modern Australian. He had no domestic animals, but there seems evidence that he was on the eve of obtaining them, for contemporary drawings of reindeer in some French caves show traces of halters round the neck, as if the animals were tamed as pets. If this be so it shows that this great step grew out of *affection*, and was not an ordinary reasoning process. In the pleistocene we have direct evidence of advancement, and as the larger and fiercer animals (elephants, lions, bears, &c.) died out, and life (it may be presumed) grew easier, so our ancestors rose in culture. In place of such rough tools of stone only, we now get delicate arrows, modified for diverse purposes, barbed harpoons of bone often beautifully carved, delicate eyed bone needles, and other implements, showing a higher state of life. Barter with distant tribes arose, and ornamental stones, &c., were obtained from foreign sources. Drawing and sculpture attained a high degree of perfection. Mammoths, bears, reindeer, horses, &c., were engraved on stone and bone with marvellous fidelity, and this indicates a leisured class, or at any rate the possession of leisure hours. It tells us more; it shows the æsthetic faculty was there, that the love of the beautiful was a powerful factor in life. Art attained a degree of perfection never to be equalled till early Egyptian times, and as animal draughtsmen unequalled till Greek culture arose. They drew the human figure seldom and falteringly, the graving tool lost its truth and decision of line as soon as it was applied to man, and this hesitancy was perhaps due to the almost universal belief of savages that a portrait was really part of the man himself.

In surgery they were very skilful, and trepanning was common, even in the case of infants. With flint tools they cut out pieces of the skull as large as a rupee. The survivors of the operation seem to have been held "loved of the gods," and at their death discs were cut from the cranium each containing a portion of the old cicatrised wound, and these pierced with holes were worn as amulets, and buried with the dead as sacred relics. All this shows a belief in a future life, which is thus seen to date as far back as geological evidence takes us.

But this pleistocene Augustan era did not last. Art died away, and the more recent of the old-stone age people became degraded to the condition of their earlier ancestors. Here again we see in these far off times processes of advancement and decay, just as recorded in written history. Man was man throughout; advancement was then as now a possibility and not a necessity.

We often speak of the *simple* savage, with few wants, few obligations, and no religion. The truth is very different. Modern savage life is very complex; his very tongue is hampered; to this person he may, to that he may not speak. His marriage customs are intricate; even before he may marry initiatory rites, often of appalling severity, must be carried out. In hunting he is the slave of omens, in domestic life of custom, in sickness he is hampered with medicine-men, at death ceremonial watches over his corpse. This complexity is the outgrowth of ages, the result is a large measure of inability to discriminate between objective and subjective phenomena.

But all this is totally un-animal. It is the action of mind upon body, till the body becomes subservient to the mind.

With this correct view of the status of prehistoric and modern savage life before us, let us try how far the laws of evolution can be applied to explain its essential characteristics.

The first thing that strikes us is that the activity of his brain has largely developed along lines that have nothing to do with the struggle for life. Indeed, the restrictions placed upon him in the matter of what he may or may not eat are dead against his chances of life. Dyaks will starve rather than eat beef. Even higher races as the Hindoos will suffer famine and thirst to a fatal termination rather than receive succour from polluted hands. This mental condition cannot possibly have arisen by ordinary evolution.

Next we find that the intellectual faculties attain their maxima oftentimes at a stride. Leaving aside the patent fact that music and art do not add to the chances of life, how often do we see genius start full-grown, with no determinable cause, certainly with no gradual steps leading to a culmination. Gauss in mathematics, Newton in physics, Shakspere in poetry, Giotto in art, Mozart in music, cannot be said to be the result of a long ancestry of increasing genius. Often the highest powers appear to be developed quite suddenly, as in the elder Herschel and Stevenson. Here again we have facts diametrically opposed to the laws of evolution.

Lastly we find *latent* powers, not only in savages, but among higher races. Few savages can count above ten, all savages can be taught arithmetic. No lowly race has the musical faculty other than in a low condition, but most can be made into tolerable musicians understanding true natural acoustic scales. We see this in the Tientsin band, recruited from street coolies, in the negro bands of our West Indian regiments, and the process can be watched in Kowloon daily of teaching the Afghan band of our own regiment. In all these cases the faculty *is there*, though dormant; waiting only for circumstance to draw it out. In no physical organ is there ever found this development in advance of present need.

Moreover it is just these intellectual developments which dominate the life of the individual. Dickens could not help writing tales, Keats sang in numbers for the numbers came, Giotto, like the cave-men, scratched sheep upon the rocks from irresistible instinct. Genius is not the infinite capacity for taking pains; the pains are but the outward and visible signs of the inward and spiritual grace. To ignore all this, which alone puts man at the head of the animal kingdom, and to confine one's attention only to those faculties man shares with the lower world, is unphilosophical in the extreme. We see that the higher faculties *in every point* are antagonistic to the laws of physical evolution. Man is indeed an animal; but he is an animal endowed with faculties which obey laws of their own; laws which override to a great extent, the laws of ordinary evolution. This is the reason why his body is practically stationary; why he is not the highest developed animal physically, and why he alone, has that which we call mind and soul.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

CAPITAL PUNISHMENT.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The execution that took place within the walls of the Gaol the other day called forth, incidentally, some very interesting remarks in your issue of to-day as to capital punishment. "Lex," the contributor of the article in question, does not make it very apparent whether he favours or discountenances the extreme sentence of the law. For a highly civilised community he rather sides with the doctrine of Beccaria; while for a "huge uneducated population" like the one we have here he is inclined to think the extreme rigour of the law should be carried out for common weal. The subject is one which may be, with advantage, taken up for discussion. We do not expect in our midst a Romilly, a Mackintosh, or a Bentham; but many are those among the leading gentlemen in the legal profession here whose opinions, if ventilated in the local press, would be very acceptable.

With our nineteenth century civilisation and a more refined conception of the humane sentiments it is a question whether the law of capital punishment should not altogether be abolished. From time immemorial the practice of inflicting the extreme penalty has been established up to the present. Philanthropists denounced the practice as an act of inhumanity; philosophers held that no man had in his hand the power of destroying the life of another; yet another set of men holds that for the better security of society *capitis pœna* should still be in vogue for a certain class of criminals. For what object does society persist on the retention of this mode of punishment? To rid itself of an undesirable factor of the community. Were the man so condemned to have his punishment served out by way of penal servitude for life, confined within the base walls of a prison, dissociated from the rest of living humanity, would not the riddance of the undesirable element be as equally effected for the peace and good order of the state? The prisoner thus confined is practically non-existent to the outside world. He is there as a living monument to deter others from committing like crimes.

The argument in favour of "life for life" is that it inspires terror into the hearts of men. We view death as the most dreadful form of punishment there is. Yet, happily for us, the statute-book which at one time provided capital punishment for petty thefts, forgeries, cutting down trees, and scores of minor offences, lives in our age only as a memory of the barbarous times two or three centuries ago. Our tribunal does not condemn an earring snatcher to be hanged; a forgerer is sentenced to prison for a certain number of years, and cases of petty thefts are often disposed of with an order of so many strokes with the rattan. The terrorising influence is therefore applied with a due regard to the enormity of the crime. A murderer, as "Lex" very correctly points out, does not belong to the class of habitual criminals. This offence is often committed on the spur of the moment in a fit of passion, when the brutal instincts predominate over his humane self. Every murderer is not a Jack the Ripper. Does society, then, suffer as much from a murderer, whose only record of crime is perhaps the one with which he is now stigmatised, as from any other criminal who no sooner is released from incarceration than he returns to the community and has the chance of practising his dishonesty again?

It may be vain to hope that after years of controversy capital punishment should now be done away with in our criminal code. But if statistics can readily be obtained it would repay the while to deduce a comparative table of crimes punishable with death between countries where capital punishment is still in force and those where the law in this respect has been abrogated. It is not quite certain that in Holland, Portugal, Roumania, and some of the American States, heinous crimes are more rampant than in the United Kingdom. In some of those places the abolition dates as far back as nearly half a century ago. The law, as amended, has evidently worked well inasmuch as the restoration of the original penalty has not been sought for.

If "evil for evil" is the precept that must necessarily be followed for the interest and better protection of mankind in extreme circumstances, the provision giving the head of the executive the power of reprieving a sentence appears to be a fortunate one. Sentences of death are often commuted into imprisonment for life, thus establishing in the law a classification of murders according to the degree of premeditation or motives involved in them. Once given the power it may be asked whether it should not be more mercifully exercised, excepting in isolated cases in which the principles of justice and morality strictly demand its reservation.—Yours faithfully,

J. P. B.

Hongkong, 10th August, 1893.

SCIENTIFIC MISCELLANY.

The effects on the human body of various kinds of dust from factories have been investigated by the hygienic museum of Vienna. The inquiry shows that the most serious diseases from this source have their seat in the respiratory organs. The dust is deposited on the fine mucous membrane of the air passages, and occasions inflammatory conditions of an acute or chronic character. The influence depends much on the fineness and adhesiveness of the dust. The dust of rice and flour mills exerts injurious action only by its fineness, while the particles from metal and stone injure by their wounding properties. Dust from textile fibres is especially harmful because it clings so tenaciously. Every foreign substance inhaled produces irritation, and if the system is unable to get rid of the offending substance a condition of catarrh soon results. Some persons have great power of resistance, working unharmed to old age in a dust-laden atmosphere, but such individuals are rare.

A report just issued shows that the number of suicides in 1891 in France and Algeria was 8,160, or 21 per 100,000. In 1881 there were but 6,751. The suicides are most frequent in the Department of the Seine (1,465, or 50 per 100,000), and least frequent in Corsica (12, or 4 per 100,000). Not less than 78 per cent. of the victims were males. The seasons seem to have an influence on self-destruction, as 31 per cent. of the suicides occurred in spring, 26 per cent. in summer, 21 per cent. in autumn, and 22 per cent. in winter. Hanging and drowning were the favourite methods of destruction, 3,055 men and 496 women having selected the former, and 1,440 men and 719 women the latter.

An electric grubbing machine is at work at Otford, England, where it has already cleared several acres. The dynamo, requiring about 25 horse-power at its maximum, is driven by a neighbouring waterfall, and the motor operates a capstan, which, by means of a few coils of steel rope and a strong chain, quietly pulls up each tree root in turn.

Long before chemistry became a science, many of its processes and apparatus were in common use. Prof. H. Carrington Bolton has made a list of some of these, finding that the Egyptians were acquainted with the process of glass-making at least as far back as 2,500 B.C.; that crucibles of the fifteenth century B.C. are now in the Berlin Museum; and that syphons also were used in the fifteenth century B.C. Blowpipes and bellows were early employed. The earliest chemical laboratories now known were those of the Egyptian temples, in which the priests prepared the incense, oils, etc., used in the temple services. The Bible contains frequent chemical allusions. Capellation is plainly described by Jeremiah, metallurgical operations by Job, Ezekiel and others, and bellows by Jeremiah. Geber, the Arabian physician of the eighth century, wrote minutely of chemical processes. He described solution, filtration, crystallisation, fusion, sublimation, distillation, cupellation, and various kinds of furnaces and apparatus. Perhaps the earliest drawings of strictly chemical apparatus are the figures of distilling apparatus in a Greek papyrus of the eleventh century. An alchemist's laboratory of the sixth or seventh century was uncovered in Egypt in 1885, and its contents included a bronze furnace, about fifty bronze vases with beaks, and some conical vessels resembling sand-baths. The balance as an instrument of precision reached a high development under the Arabians as early as the twelfth century, when very accurate specific gravity determinations were described.

The new product known as wire-glass is prepared by a simple process. The most satisfactory apparatus is a glass-rolling table, having a three roller carriage running over side ledges to regulate the thickness, a slide for the wire gauze being attached to the carriage behind the first roller. The melted glass is spread out by the first roller. The gauze passes under the second—a grooved—roller and is forced by it to the required depth in the pasty mass, and the third roller leaves the whole perfectly smooth. The sheet is then annealed.

The annual meeting of the American Association for the Advancement of Science, with that of several affiliated societies, will be held at Madison, Wis., during the week commencing Aug. 16. The British Association meeting, at Nottingham, opens Sept. 13.

The novel photographs recently shown to the British Royal Society excited much interest. Each represented the design from a coin, medal, or similar object, and had been produced by placing the object on a sensitive plate and then sending an electrical discharge through the former. The image was developed in the usual way. No effect was obtained when the exposure was made in a vacuum, the best results being produced in oxygen. Changes of temperature had little influence, but increase of atmospheric pressure improved the definition.

An interesting bird the Aphanapterix may prove, for it is likely to modify our maps of the world of an earlier period. Referring to it in a Royal Institution lecture, Dr. Bowdler Sharpe stated that this flightless genus has been known hitherto only by an extinct species from the island of Mauritius, and the discovery of a second species in the distant Chatham Islands brings within the range of probability the theory that in ancient times a continent connected New Zealand and Australia with the Mascarene Islands and South America. Many facts tend to support this view.

A peculiarity of the oases at the foot of Mount Hecla, in Iceland, is that they are moving. M. Thoroddsen mentions that the violent sandstorms gradually destroy all vegetation on the windward side, while grass takes root on the opposite side and extends the pasture land over the sterile surface at a quite surprising rate.

Lavacol, consisting of sulphur, iron, silicic acid, and alumina, is a new Austrian cement for iron and stone for which great usefulness is claimed. It is applied in a molten condition, melts at about 260° Fahr., and cools quickly. It serves also as an electric insulator.

Indigo is now made by an electrical process, the yellow liquid obtained from the plants being subjected to the action of an electric current instead of to the usual treatment. The product is claimed to be purer and finer than that made by the old method.

LATE TELEGRAMS.

The following late telegrams are from the *Rangoon Gazette*:—

THE "VICTORIA" COURT-MARTIAL.

LONDON, 27th July.

Captain Bourke read his defence before the *Victoria* Court martial this morning, in which he stated that had Admiral Tryon not been beside him he (Bourke) could have taken more strenuous action at an early period of the manœuvre and informed the Admiral afterwards.

MALTA, 27th July.

The Court-Martial on the loss of the *Victoria* was finished to-day. The Court found that the collision was entirely due to Admiral Tryon's order. Captain Bourke and the other survivors are acquitted from all blame.

The Court regretted that Admiral Markham did not ask for an explanation of Admiral Tryon's signal, but added that it would be fatal to the best interests of the service to condemn him for executing the orders of the Commander-in-Chief. The Court then dissolved.

THE SIAMESE QUESTION.

LONDON, 27th July.

In the House of Lords to-night, Lord Rosebery, replying to a question, said that Government limits itself to providing protection to British life and property in Bangkok, but was not indifferent to present events. Government, he added, regrets that France thought a blockade necessary, that the same had not yet been formally notified to the Powers, and, perhaps, might yet be averted.

His Lordship said the territorial arrangements involved in this dispute are matters which concern Great Britain, and he believed that France recognises the value of preserving the independence of Siam and the importance that Great Britain and France should nowhere have

conterminous frontiers in the Indo-Chinese peninsula, which would involve them in heavy military expenditure and create liabilities to panic.

THE BANKS AND COUNCIL BILLS.

LONDON, 27th July.

The Times city article says:—An indignant denial is given on this side to the statement in our correspondent's telegram from Simla of the 25th that rightly or wrongly the belief obtains that the Banks have combined to create an artificial rate of exchange. We are informed by the manager of one of the leading Indian banks in London, who, we understand, speaks for the Banks collectively, that there has been no combination or thought of combination on the part of the Banks to influence exchange. They state they have no other wish than to act fairly and honourably towards Government. The recent fall in exchange, they say, is due to perfectly natural causes. Among these is the shrinkage generally of the export business of India, consequent upon the action of Government with regard to silver. We pointed out on a previous occasion that the small applications for Council Bills here was partly due to there being a supply of rupee paper speculatively imported into Europe in anticipation of the closing of the Indian mints and that the Banks were at present very naturally employing this means of remittance in preference to Council Bills.

AFFAIRS IN UGANDA.

LONDON, 27th July.

Reuter's correspondent at Zanzibar states that Sir Gerald Portal, whilst on his journey to the coast, was stopped on the 26th June by messengers sent from Uganda reporting the situation there as unsatisfactory in connection with the Mussulman party and requesting him to return. Sir Gerald Portal, with Colonel Rhodes and Lieutenant Villiers, thereupon turned back, leaving Mr. Berkeley to bring on Sir Gerald's despatches.

FINANCIAL CRISIS IN AMERICA.

LONDON, 28th July.

The financial crisis in America is becoming more acute. The Erie railroad has been placed in the hands of receivers.

GOODWOOD STAKES.

LONDON, 26th July.

The following is the result of the race for the Goodwood Stakes:—

Red Eyes 1
Vigil 2
Wrong Course 3

THE GOODWOOD CUP.

LONDON 27th July.

The following is the result of the race for the Goodwood Cup run this day:—Barmecide, first; Insurance, second; Bithynian, third.

CRICKET.

LONDON, 27th July.

The Australians have beaten Middlesex by 390 runs. Sussex has beaten Surrey by 129 runs. Lancashire has beaten Somerset by 231 runs.

THE NEW INDIAN PARTY.

LONDON, 28th July.

Sir William Wedderburn and Mr. Dadabhai Naoroji are promoting a bill to abolish the India Council and to provide Parliamentary enquiry into the Government of India every twenty years.

THE HIMALAYA BANK.

ALLAHABAD, 27th July.

Messrs. Wilson and Munton, Directors of the late Himalaya Bank, were arrested at Mussoorie on Tuesday and a warrant has been sent to Lahore for the arrest of Mr. Greenway, the officiating Manager of the Bank. They are charged with criminal breach of trust and falsification of accounts. Mr. Moss, the manager, who was apprehended at Adelaide and extradited by the Colonial authorities, has been brought back. Mr Wilson was released by the Magistrate on his own recognisances for Rs. 30,000, and two sureties of Rs. 10,000 each. Mr. Munton was released on his recognisances for Rs 10,000 and two sureties of Rs. 5,000 each, and the same terms will be allowed to Mr. Greenway. The case is fixed for the 7th August.

BOUNTY FOR EXTENDED SERVICE.

ALLAHABAD, 24th July.

In view of the large drafts that will be required during the current financial year for certain battalions serving in India and the Colonies, it has been decided to offer bounty to men of the following British Infantry regiments to induce them to extend their service in India:—2nd Battalion West Yorkshire, 1st Battalion Worcestershire, 2nd Battalion Royal Scottish Fusiliers, 1st Battalion Royal Fusiliers, and 1st Battalion Cheshire Regiment. The bounty has been fixed at £5 or £10, payable in India at Rs. 70 and Rs. 140 respectively, according as the recipient engages for one or two years' extension of service. It is to be offered to men of between six and seven years' service on 1st October, 1892.

COMMERCIAL INTELLIGENCE.

THURSDAY, 10th August.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 2/5¼
Bank Bills, on demand 2/5
Bank Bills, at 30 days' sight 2/6¼
Bank Bills, at 4 months' sight 2/6½
Credits, at 4 months' sight 2/6¾
Documentary Bills, 4 months' sight 2/6¾

ON PARIS.—
Bank Bills, on demand 3.15
Credits, at 4 months' sight 3.22

ON GERMANY.—
On demand 2.54

ON NEW YORK.—
Bank Bills, on demand 61½
Credits, 60 days' sight 62¼

ON BOMBAY.—
Telegraphic Transfer 193
Bank, on demand 193½

ON CALCUTTA.—
Telegraphic Transfer 193
Bank, on demand 193½

SHANGHAI.—
Bank, at sight 72½
On Private, 30 days' sight 73¼

SOVEREIGNS, Bank's Buying Rate.......7.88

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	95 per cent. prem., buyers
China, Japan, &c.	£1.5	50 cts., buyers
Do., Founders	£1	$20, sellers
Nat. Bank of Ch. B. Shares	£8.10	$27, sellers
Foun. Shares	£1	$130, sellers
Brown & Co., H. G.	$50	$8, buyers
Campbell, Moore & Co.	$10	$4
China Borneo	$56	$1½ buyers
China Sugar	$100	$155, small sellers
Do. New Issue	$100	$147, nom.
Do. Do.	$10	$27½, sales, buyers
Chinese Loan '86 E.	Tls. 250	11 p. ct. pm., sales &
Dakin, Cruicks'k & Co	$5	$1½, buyers
Dairy Farm Co.	$10	$4½, buyers
Fenwick & Co., Geo.	$25	$15, sellers
Green Island Cement	$50	$1, buyers
H. Brick & Cement	$12.50	$8, sellers
H. & C. Bakery	$50	$60, nom.
Hongkong & C. Gas	£10	$105, buyers
Hongkong Electric	$8	$8, buyers
H. H. L. Tramways.	$100	$67½
Hongkong Ice	$25	$67, ex div. sellers
H. & K. Wharf & G.	$50	$83, ex div. sellers
Hongkong Rope	$50	$87½, sell rs
H. & W. Dock	$125	72 per cent. pm., sales
Hotels—		
Austin Arms	$5	nom.
Hongkong Hotel	$50	$14, buyers
Do. New Issue	$20	nom.
Shameen	$15	$4, sellers
Insurances—		
Canton	$50	$112
China Fire	$20	$83, sellers
China Traders'	$25	$51, sales & sellers
Hongkong Fire	$50	$210, nom.
North-China	£25	Tls. 120
Straits Fire	$2	$17, sales
Straits Marine	$20	$11, buyers
Union	$25	$82, sales & buyers
Yangtsze	$6	$65, nom.
Land & Building—		
H. Land Investm't	$50	$50, sales
Kowloon Land & B.	$30	$64, buyers
Humphreys Estate	$10	$14
West Point Buildg.	$40	$28, sellers
Luzon Sugar	$100	$32½, sales & sellers
Mining—		
Balmoral Gold	$10	25 cts., buyers
Charbonnages	$181.58	$82½, sellers
Jelebu	$5	$5.40, sellers
Punjom	$3½	$4.15, buyers
Do (Preference)	$1	$1.65, sales
Raubs	18s. 10d.	3½
Selama	$1	nom.
Do.	$0.50	nom.
Steamship Coys.—		
China & Manila	$50	$25
Douglas S. S. Co.	$50	$55½, sales & sellers
H., Canton, & M.	$20	$25¼, ex div. sellers
Indo-China S. N.	£10	50 p. ct. dis., sellers
Steam Launch	$30	$20, buyers
W'chai Wareh'se Co.	$37½	$41½, nom.
Watson & Co., A. S.	$10	$11, sales & sellers

E. J. COXON,
Share Broker.

OPIUM.

	Per Picul.	Allowance.
This year's New Malwa	$590	0 to 2½ catties.
Two years' old Malwa ...	$600	0 to 1 "
3, 4, & 5 years' old Malwa	$610	0 to 1½ "
6, 7, & 8 years' old Malwa	$620	0 to 1 "
Patna (New)	$565	per chest.
Patna (Old)	$557½	" "
Benares (New)	$580	" " (nominal)
Benares (Old)	$557½	" " (nominal)

EXPORT CARGO.

Per steamship *Pembrokeshire*, sailed on the 28th July:—For London—84,504 lbs. scented caper, 2,100 lbs. scented orange pekoe, 461 bales canes, 48 cases essential oil, 690 rolls matting, and 35 cases merchandise. For Hamburg—1,000 boxes tea (particulars unknown), 180 bales galangal, and 60 packages merchandise. For London and/or Hamburg—48 boxes bristles.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 9TH AUGUST, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	29.86	—	—	se	3	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.33	89	59	s	2	b	—
Foochow	—	—	—	—	—	—	—
Amoy	29.70	91	68	nn	2	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.78	87	—	ese	2	b	—
Canton	29.74	94	—	sw	1	b	—
Hongkong	29.73	85	70	wsw	1	c	—
Victoria Peak	—	—	—	nw	1	—	—
Gap Rock	29.76	—	—	www	2	—	—
Macao	29.74	89	80	ese	1	c	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.80	90	75	—	0	c	—
Bolinao	29.74	88	80	w	2	c	—
Manila	29.75	77	76	sw	3	c	—
Cape S. James	29.86	—	—	sw	3	ot	—
10TH AUGUST, AT 10 A.M.							
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.70	83	79	w	1	o	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Canton	29. 3	94	48	wsw	1	c	—
Hongkong	29.76	85	70	w.	1	b	—
Victoria Peak	—	—	—	sw	1	—	—
Gap Rock	29.76	—	—	www	3	—	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.75	81	93	—	0	c	—
Bolinao	29.80	79	91	se	2	od	0.58
Manila	—	—	—	—	—	—	0.39
Cape S. James	29.91	—	—	w	3	b	—

On the 10th at 10.45 a.m.—"Depression is east of N Formosa." At 11.3 a.m.—"Barometer falling. Gradients slight for W. winds. Sea smooth. Weather fine on the whole but possibly a thunderstorm."

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date, at 4 p.m.
Barometer	29.73	29.76	29.68
Temperature	85	85	88
Humidity	79	79	73
Direction of wind	W.S.W.	W.	W.
Force	1	1	1
Weather	c.	b.	b.
Rain	—	—	—

Highest open air temperature on the 9th 88
Lowest open air temperature on the 9th 78
1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew.

F. G. FIGG,
First Assistant.

Hongkong Observatory, August 10th, 1893.

MESSRS. FALCONER & CO.'S REGISTER, AUG. 10TH.

Barometer 9 A.M.	29.79	Therm. 9 A.M. (Wet bulb)	81
Barometer 1 P.M.	29.73	Therm. 1 P.M. (Wet bulb)	83
Barometer 4 P.M.	29.70	Therm. 4 P.M. (Wet bulb)	8.
Thermom. 9 A.M.	85	Therm. Maximum	88
Thermom. 1 P.M.	88	Therm. Minimum (over	
Thermom. 4 P.M.	88	night)	83

SHIPPING REPORTS.

The British steamer *Taisang*, from Shanghai 4th August, Foochow 8th, and Swatow 9th, had strong S.W. winds to Foochow; thence to port light northerly wind and fine weather.

The British steamer *Hongay*, from Samarang 2nd August, had fresh N.E. winds and fine weather, passed Carmatta Straits on the 3rd, overcast and cloudy weather, wind variable, and experienced N. to W. winds and variables to Paracels; hence to port variable northerly winds and cloudy weather.

VESSELS PASSED ANJER.

July 19, British str. Gulf of Bothnia, Ledgerwood, from Batavia for Port Said.
20, Italian bark Felicina Ferrari, Massone, Mar. 7, from New York for Batavia.
20, Nor. bark Fremad, Simonsen, July 14, from Sourabaya for Cadiz.
21, Ned. str. Bromo, Sprang Van Lee, July 21, from Batavia for Rotterdam.
23, British str. Falls of Inversnaid, Wilson, June 15, from Batoum for Batavia.
23, British str. Baron Douglas, Russell, July 23, from Batavia for Port Said.
24, British str. Eastry, Wateley, May 30, from Barry Dock for Batavia.
24, German str. Stassfurt, from Sydney for Singapore.
25, British str. Dorunda, Gray, July 24, from Batavia for London.
25, German bark India, Regener, July 21, from Batavia for Diamond Island.
25, Ned. str. Prins Alexander, Fortuyn, June 17, from Amsterdam for Batavia.
25, British ship Niobe, Ralston, July 3, from Saigon for Queenstown.
26, British str. Tara, Hansard, June 22, from London for Batavia.
26, Ned. str. Conrad, Duinker, July 26, from Batavia for Amsterdam.

NOTICE.

THE Undersigned beg to notify to the Public that their Firm, HANG CHUN YUEN has, on the 31st May, 1893, registered in the Supreme Court, Hongkong, "The Two Messengers or Heralds for Promotion" (官坰報) as Trade Mark for "WAI SHANG MEDICATED WINE;" and that any one found imitating the above Trade Mark or their Firm Name will be prosecuted.

CHEANG I KAN
and
WONG YUT TING,
Proprietors.

Hongkong, 29th July, 1893. [1617

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a Bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COAL.

Its export is increasing yearly, and the opinions expressed by several of THE LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THE COAL.

Attention is called to the following ADVANTAGES to Shipowners and Captains who Coal their Bunkers direct from the Undersigned:—

Freeness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHA.
Sole Agents.

Hongkong, 23rd July, 1892. [2300

DR. KNORR'S LION BRAND ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations. [2678

INSURANCES.

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [17

FIRE INSURANCE COMPANY OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [1213

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL ASSETS AT 31ST DECEMBER, 1892, EXCEED £11,141,294 4s. 1d.

		£ s. d.
I.—AUTHORISED CAPITAL	£3,000,000	
SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL		687,500 0 0
II.—FIRE FUNDS		2,678,938 12 2

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN & Co.,
Agents.

Hongkong, 13th July, 1893. [1486

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY, LIVERPOOL.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st August, 1893. [737

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE,—Hongkong.

CAPITAL TWO MILLION DOLLARS

PAID-UP CAPITAL	$1,400,000
RESERVE FUND	825,000
CLAIMS PAID	954,000
BONUSES PAID	531,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 24th February, 1893. [862

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [15

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CYCLOPS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

Goods undelivered after the 13th instant will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th August, 1893. [1731

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KAISOW"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON on the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th inst. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 7th August, 1893. [1747

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOHAY."

FROM GLASGOW, LIVERPOOL, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 7th August, 1893. [1707

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Tigre* and *Gaudiana*, from Havre ex S.S. *Gaudiana*, from Bordeaux ex S.S. *Nantes* and *Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY (THURSDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 16th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 16th inst. (WEDNESDAY), or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th August, 1893. [2599

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$ 8,600,000
RESERVE LIABILITY OF PROP'TORS	$10,000,000

COURT OF DIRECTORS:—
H. HOPPIUS, Esq.—Chairman.
C. J. HOLLIDAY, Esq.—Deputy Chairman.
C. Jantzen, Esq. | A. McConachie, Esq.
H. H. Joseph, Esq. | J. S. Moses, Esq.
Hon. J. J. Keswick | D. R. Sassoon, Esq.
J. Kramer, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 17th July, 1893. [11

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL	£2,000,000
CAPITAL CALLED UP	251,093.15.0

BOARD OF DIRECTORS.
WM. KESWICK, Esq.—Chairman.
Adolf Von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE.
The Hon. J. J. KESWICK,
The Hon. C. P. CHATER,
H. HOPPIUS, Esq.

HEAD OFFICE—3, PRINCE'S STREET, LONDON.

Branches—BOMBAY, CALCUTTA, HONGKONG, and SHANGHAI.

Agencies—PENANG, SINGAPORE, and YOKOHAMA.

RATES OF INTEREST

allowed on Current Accounts and Fixed Deposits can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, 10th April, 1893. [1746

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 15th May, 1893. [12

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000

BANKERS.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSIT:—
For 12 months 5%
" 6 " 4%
" 3 " 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 26th June, 1893. [361

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL	£1,000,000
SUBSCRIBED	£ 500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stoltersfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

BRANCHES
LONDON, YOKOHAMA, SHANGHAI, AND AMOY.

BANKERS.
THE COMMERCIAL BANK OF SCOTLAND, PARR'S BANKING CO. AND THE ALLIANCE BANK (LIMITED).

Interest for 12 Months Fixed ......5 %
" " 6 " " ......4 %
" " 3 " " ......3 %
" Current Accounts ......2 %

Hongkong, 24th May, 1893. [13

PILOTAGE IN JAPAN WATERS.

Y. KAYA (Japanese subject), Licensed Coast and Inland Sea Pilot, between Gulf of Tokyo and Kuchinotsu via Inland Sea and Nagasaki. Holds London Master's Certificate of Competency and also Japanese Master's Certificate of Competency. Ten years' command Kyodo and Nippon Yusen Kaisha Ships and Seven years' experience of Inland Sea.

93, Shichichome Shimoyamate-dori, Kobe,
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LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

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10.—Aberdeen Paper Mills Office, Wing Lok St.
10A.—Aberdeen Paper Mills
26.—Alice Meml. Hospital
24.—Anderson, Capt. G. C., Praya Central
40.—Anderson, Capt. G. C., East Point
8.—Arnhold, Karberg & Co
13.—Bay View Hotel
65.—Blackhead F. Res.
66.—F. Blackhead & Co,
83.—Dr. J. Bell Residence
18.—Butterfield & Swire Shipping Office
36.—Butterfield & Swire Refinery Office
36A.—Butterfield & Swire Refinery, Quarry Bay
39.—Butterfield & Swire Res. Peak
42.—Canadian Pacific Railway Co., Ld.
8.—Cantlie, Dr. J., Mount Kellet
15.—Central Police Station
23.—China Mail Office
71.—China Sugar Refinery Town Office
72.—China Sugar Refinery Office
75.—Compradore, Lauts, Wegener & Co.
55.—Cowie, Dr. A., Queen's Gardens
60.—David S. J. & Co.
73.—David S. J. Residence
12.—Daily Press Office
41.—Dodwell, Carlill & Co.
14.—E. E. A. & C. Tel. Co.
47.—Gas Co. Ld. West Point
1½.—Do. Do. East Point
31.—Gibb, Livingston & Co.
80.—Govt. Civil Hospital
44.—Government House
11.—G. N. Telegraph Co.
9.—{Dr. Cantlie, Dr. Cowie, Dr. Steadman, Q. Rd.}
6.—Harrison, W. S. Res.
28.—Holliday, C. J., Res.
37.—Holliday, Wise & Co
11.—Hongkong Club
58.—Hongkong Electric Co.
2.—Hongkong Hotel (Public Telephone)
1.—Hongkong Teleg'ph
7.—H. & K. Godown Co., Kowloon
61.—H'kong & Kowloon Godown Co.
83.—H'kong & Kowloon Go. Co., W. Point
20.—H. & W. Dock Co.
9.—H'kong & Shanghai Banking Corpn.
77.—Ho Tung, Praya Cl.
83.—Do., B'ham Strand
59.—Do., Res.
67.—Hughes, E. J., Res.
68.—Humphreys & Son, J. D., 33 & 40 Q. Rd.
87.—Humphreys, J. D., Residence
60.—Imports & Exports Office
23.—Jordan, Dr. G. P.
48.—Jordan, Dr., Res.
30.—Joseph, H. H., Res.
70.—Kramer J. Res.
21.—Kerosine Oil Co.
64.—Kennedy, J. Horse Repository
44A.—Do. Causeway Bay
17.—Lapraik & Co., D.
4.—Lapraik, J. D., Res.
35.—Mount Austin Hotel
6.—Nam Woo & Co.
46.—Opium Farmer, Han Fook
9A.—Peak Hospital.
29.—Peak Hotel
19.—P. & O. S. N. Co.
69.—Do. Mountain View
53.—Pfordten, F. von der Residence
38A.—Q. B. Sugar R'fery.
51.—Ray, E. C., Office
34.—Ray, E. C., Res.
45.—Rope Factory W. P.
52.—Sailors' Home W. P.
49.—Shewan & Co.
61.—Stevens, G. R.
62.—Stevens, G. R., Res.
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16.—Watson & Co., A. S.
57.—Wickham, W. H. Res
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FLOORS in BLUE BUILDINGS.
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PRAYA CENTRAL over Messrs. Douglas Lapraik & Co.
No. 7, PRAYA CENTRAL, over New Oriental Bank.

GODOWNS—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1893. [1698

TO LET.

GOOD OFFICES on FIRST FLOOR No. 10, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. Skott & Co.

Apply to
LINSTEAD & DAVIS.

Hongkong, 1st June, 1893. [1257

TO LET.

NO. 1, ALBANY (Six Rooms).
No. 4, ALBANY (Nine Rooms).

Apply to
LINSTEAD & DAVIS.

Hongkong, 29th July, 1893. [1677

TO LET.

As One House or Two.
FROM 1ST NOVEMBER NEXT.

"COLLEGE GARDENS," at present occupied by the R.A. Mess.

Apply to
PALMER & TURNER.

Hongkong, 13th July, 1893. [1564

TO LET.

OFFICES in VICTORIA BUILDINGS.
No. 4, OLD BAILEY.
No. 2, SEYMOUR TERRACE.
THIRD FLOOR in No. 6, QUEEN'S ROAD.
ROOMS in COLLEGE CHAMBERS.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 23rd June, 1893. [1272

TO LET.

NOS. 3 and 4, QUEEN'S GARDENS.
OFFICES and CHAMBERS in PEDDER'S STREET, No. 2.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 1st June, 1893. [1258

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THREE Airy and Commodious ROOMS with Outhouses, to be used as Dwelling-house or Office. Rent $30 including taxes.

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SCHEELE & Co.,
20, Stanley Street.

Hongkong, 22nd July, 1893. [1625

TO LET.

DESIRABLE HOUSES at MAGAZINE GAP. Low Rents.

For particulars, apply to
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Hongkong, 18th April, 1893. [954

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COMMODIOUS GODOWN on PRAYA EAST.

Apply to
SIEMSSEN & CO.

Hongkong, 5th April, 1893. [821

TO LET,
(POSSESSION ON 1ST SEPTEMBER).

NO. 29, ELGIN STREET. Four Rooms Gas and Water laid on.
Rent $35 and Taxes.

Apply to
ACHEE & Co.,
Queen's Road.

Hongkong, 3rd August 1893. [1720

TO LET.

A SMALL GODOWN at WANCHAI.

Apply to
LINSTEAD & DAVIS.

Hongkong, 23rd March, 1893. [708

TO LET.

DWELLING HOUSE, No. 25, MOSQUE STREET. Gas and Water laid on.

For Particulars, apply to
4A, UPPER MOSQUE TERRACE,

Hongkong, 15th March, 1893. [663

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SUMMER CHARGES.

JUNE, JULY, AUGUST, AND SEPTEMBER,
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Hongkong, 20th May, 1893. [1182

PRIVATE BOARD AND RESIDENCE.

FURNISHED ROOMS with Board. Also Table Accommodation.

Apply to
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12, "Glenealy Buildings,"
Wyndham Street.

Hongkong, 9th June, 1893. [1315

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1892.

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THE RATES for BOARD and LODGING have been reduced to
$55 PER MONTH AND UPWARDS.
according to Room selected.

For full particulars apply at the OFFICE, VICTORIA HOTEL.

Hongkong, 14th July, 1893. [1574

SIEF TING,

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No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [716

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Sole Agents.

Hongkong, 12th April, 1893. [2673

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Do. GOLD FOIL }
DRY Do. do. (extra dry).

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Hongkong, 1st July, 1885. [1483

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$30......... per case of 1 dozen quarts.
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$10. 0 ......per case of 2 dozen pints.

LORMONT.
$6.50 ...... per case of 1 dozen quarts.
$7.50 ...... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 1st July, 1893. [28

FOR SALE.

TACOMA BEER.

THE FINE BEER OF THE PUGET SOUND BREWERY CO.
$17......................in Cases of 6 dozen quarts.
$19......................in Cases of 10 dozen pints.

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Sole Agents,
Hongkong and South China.

Hongkong, 7th August, 1893. [1745

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THE LOT is situated in a good position and levelled ready for building upon.

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Hongkong, 20th June, 1893. [1403

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THE Property and Establishment known as the PNEUMATIC RICE MILL situated at CHOLEN near SAIGON. The Engines are very powerful and with three Boilers are almost new. The Land and Buildings are extensive and the situation most favourable.

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A POWERFUL Horizontal Sugar-Cane MILL, the Rollers are 26" in dia. by 56" long, with one 25 H.P. N. Engine, Gearing and Boiler, 4—42" Centrifugal Sugar Curing MACHINES with 2 Double Driving Engines. One Powerful Portable Steam FIRE ENGINE, and two London Brigade Manual FIRE ENGINES all in splendid working order, 1—6 H.P. N. Portable BOILER and ENGINE with enlarged fire box for burning Wood or Coal. Horizontal and Vertical DRIVING ENGINES, and BOILERS various sizes up to 30 H.P. N. Launch's ENGINE and BOILERS, Brake, Loose Bed, and Screw Cutting LATHES, various sizes, Planing, Shaping, Slotting Radial Drilling, Drilling, Punching, and Shearing, and Plate Bending MACHINES, various sizes Steam HAMMERS, Screw Cutting MACHINES, Punching BEARS, TAPS and DIES, FORGES, ANVILS, EMERY TOOL GRINDERS, Horizontal and Vertical STEAM WINDLASSES and CAPSTANS. Steam Steering GEAR, Horizontal and Diagonal STEAM WINCHES, Steam PUMPS, Steam Donkey PUMPS, Deck and other kinds of Force PUMPS, Overhead TRAVELLERS, Crab WINCHES, Weston Patent BLOCKS and CHAINS, HYDRAULIC JACKS, Hand Power DRIVING WHEELS, Shaftings, Brackets, Pulleys, and Fly Wheels, Steam RICE BOILERS, Fresh Water CONDENSERS. Hand Power RICE SHELLING MACHINES. Hand Power Steel FLOUR MILLS, and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. A FIVE BARRELLED NORDENFELT MACHINE GUN, 450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breech are handsomely Nickel-plated.

For particulars apply to the Manager of the Wanchai Machinery Godowns, No. 3, Cross Lane, near No. 2 Police Station. Any Machines not on hand can be ordered at once from England on moderate terms.

Hongkong, 16th May, 1893. [1439

THE "BOKHARA" PAMPHLET

has now been

REPRINTED,

and includes the Report of the PUBLIC MEETING AT SHANGHAI, and of the MEETING OF THE HONGKONG COMMITTEE.

Price 50 Cts.

Daily Press Office,
Hongkong, 29th October, 1892. [2263

NOW ON SALE:

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An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words, which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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VESSELS EXPECTED.

THE INDIAN MAIL.

The steamer *Arratoon Apcar* left Singapore on the afternoon of the 5th, and may be expected on the 11th inst.

THE ENGLISH MAIL.

The P. & O. steamer *Peshawur*, with the English mail of the 14th July, left Singapore on Monday, the 7th inst., at 6 p.m., and may be expected here on or about Saturday, the 12th inst. This packet brings replies to letters despatched from Hongkong on June 8th.

THE AMERICAN MAIL.

The P. M. steamer *Peru*, with the American mail of the 22nd ult., left Yokohama on the morning of the 10th, and may be expected on the 15th inst.

The O. & O. steamer *Oceanic* left San Francisco via Honolulu and Yokohama on the 1st inst.

THE CANADIAN MAIL.

The C. P. steamer *Empress of India* left Vancouver on the morning of the 8th inst.

MERCHANT STEAMERS.

The steamer *Tartar* left Singapore on the morning of the 6th, and may be expected on the 12th inst.

The Austrian Lloyd's steamer *Orion* left Singapore at noon on the 7th, and may be expected on the 13th inst.

The Glen Line steamer *Glenfruin* left Singapore on the afternoon of the 7th, and may be expected on the 13th inst.

The O. S. S. Co.'s steamer *Myrmidon* left Singapore on the morning of the 8th, and may be expected on the 14th inst.

The N. G. I. steamer *Bormida* left Bombay on the afternoon of the 9th, and may be expected about the 27th inst.

The P. & O. steamer *Formosa* left London on the 14th July.

The China Mutual steamer *Onufa* passed the Canal on the 26th July.

The P. & O. steamer *Canton* left Bombay on the 5th inst.

The China Mutual steamer *Moyune* passed the Canal on the 9th inst.

The N. P. steamer *Victoria* left Yokohama at daylight on the 10th inst. via Kobe, &c.

POST-OFFICE NOTICES

The Postal Guide for 1893, revised to date will be found in the *Chronicle and Directory* P. XX. This is the only authorised complete Summary of Postal information published in Hongkong.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Swatow and Deli.—Per *Taichcong*, to-day, the 11th inst., at 9.30 A.M.

For Swatow, Amoy, and Foochow.—Per *Haitan*, to-day, the 11th inst., at 11.30 A.M.

For Macao.—Per *Heungshan*, to-day, the 11th inst., at 1.30 P.M.

For Saigon.—Per *Cicero*, to-day, the 11th inst., at 2.30 P.M.

For Canton.—Per *Fatshan*, to-day, the 11th inst., at 5.00 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tsinan*, to-morrow, the 12th inst., at 11.30 A.M.

For Haiphong.—Per *Hanoi*, to-morrow, the 12th inst., at 11.30 A.M.

For Singapore and Penang.—Per *Pollux*, to-morrow, the 12th inst., at 11.30 A.M.

For Singapore and London.—Per *Manila*, to-morrow, the 12th inst., at 11.30 A.M.

For Bangkok.—Per *Chowfa*, to-morrow, the 12th inst., at 11.30 A.M.

For Macao.—Per *Heungshan*, to-morrow, the 12th inst., at 1.30 P.M.

For Shanghai.—Per *Nanyang*, to-morrow, the 12th inst., at 3.30 P.M.

For Canton.—Per *Powan*, on Sunday, the 13th inst., at 9.00 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China*, on Wednesday, the 16th inst., at 11.30 A.M.

For Singapore.—Per *Priok*, on Wednesday, the 16th inst., at 3.30 P.M.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *Peru*, on Thursday, the 17th inst., at 0.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 18th inst., at 5.00 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Surat* will be despatched on THURSDAY, the 17th August, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt Malta and Gibraltar.

The usual hours will be observed in closing the mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Oldenburg* will be despatched on MONDAY, the 21st inst., with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 1.45 P.M. The mail closes at 2 P.M.

LATE LETTERS till 2.30 P.M. with 10 cents extra postage.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such covers.

"THE HONGKONG WEEKLY PRESS."

WITH WHICH IS INCORPORATED

"THE CHINA OVERLAND TRADE REPORT."

ON THURSDAY, 5th JANUARY, and thereafter on the day of departure of each English and French Mail, will be published *The Hongkong Weekly Press*, with which is incorporated *The China Overland Trade Report*. Price, $10 per annum. Postage free.

The *Weekly Press* will contain the News of the Far East, reprinted from the *Hongkong Daily Press*, together with valuable commercial intelligence, and will be issued in convenient size for binding.

The attention of advertisers is called to the valuable medium for trade announcements which the *Weekly Press* will afford for the Coast Ports and the Far East generally.

The Mail Supplement hitherto issued with *The Hongkong Daily Press* will be discontinued.

Hongkong, 3rd January, 1893. [73

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AMOY, Ger. str., Wulff—Ed. Schellhass & Co.
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JACOB DIEDERICHSEN, Ger. str., Hundewadt—Carlowitz & Co.
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MATHILDE Ger. str., P. Moos—Siemssen & Co.
MENMUIR, Brit. str., Hugh Craig—Gibb, Livingston & Co.
PROPONTIS, Brit. str., Farrand—Arnhold, Karberg & Co.
SOMALI, Brit. 4-m. sh., Morgan—Gilman & Co

VESSELS ON THE BERTH

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"MORAY,"

Captain Thomson, will be despatched as above on or about the 9th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd August, 1893. [1707

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports, TO-DAY, 11th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th August, 1893. [1761

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

G. Ramsay, Commander, will be despatched as above TO-MORROW, the 12th inst., at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1893. [1665

FOR SHANGHAI.

THE Steamship

"NANYANG,"

Captain F. Schulz, will be despatched for the above port TO-MORROW, the 12th inst., at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 8th August, 1893. [1758

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
(VIA INLAND SEA.)

THE Steamship

"CARDIGANSHIRE,"

Captain Sincock, will be despatched as above on or about TO-MORROW, the 12th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th August, 1893. [1732

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
(Taking through cargo for SULU, MENADO, and GORONTALO.)

THE Company's Steamship

"MEMNON,"

Captain Branch, will be despatched as above on TUESDAY, 15th inst., at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th August, 1893. [1759

FOR SINGAPORE, HAVRE, AND HAMBURG.
(Calling at NAPLES for landing Passengers if sufficient inducement offers).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"PRIOK,"

Captain L. Madsen, will be despatched for the above Ports on WEDNESDAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 7th August, 1893. [1741

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	THURSDAY...Aug. 17 at 1 P.M.
OCEANIC (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY ...Sept. 5 at 1 P.M.
GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY ...Sept. 26 at 1 P.M.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 17th AUGUST, Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th July, 1893. [4

FOR NEW YORK.

THE 3/3 L.I.I. British Ship

"HABITANT,"

W. E. Potter, Master, will load here for the above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.

Hongkong, 30th May, 1893. [1237

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"ORION,"

Captain G. Orlando, will leave for the above places on the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to
C. ZANELLA,
Agent.

Hongkong, 8th August, 1893. [5

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, WLADIWOSTOCK, AND NICOLIAJEFSK.

THE Steamship

"TARTAR,"

Captain Bailey, will be despatched as above on or about SUNDAY, the 13th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 8th August, 1893. [1750

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship

"MENMUIR"

will be despatched on SUNDAY, the 13th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th August, 1893. [1766

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Steamer

"SHANTUNG,"

Captain Frampton, will be despatched on TUESDAY, the 15th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th August, 1893. [1751

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENEARN,"

Captain Murray, will be despatched as above on or about the 16th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 1st August, 1893. [1704

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

Captain J. C. Williamson, R.N.R., will be despatched for the above port on or about WEDNESDAY, the 16th inst.

For Freight or Passage, apply to
DODWELL, CARLILL, & Co.,
Agents.

Hongkong, 3rd August, 1893. [1167

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1893. [1456

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SAGAMI MARU"

will be despatched for the above-named Ports on THURSDAY, the 17th inst.

For Freight or Passage, apply to
GEO. R. STEVENS,
Agent.

Hongkong, 8th August, 1893. [1752

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION.)

EMPRESS OF CHINA...	Wednesday	16th Aug.
EMPRESS OF INDIA...	Wednesday	6th Sept.
EMPRESS OF JAPAN...	Wednesday	4th Oct.

THE R. M. S.

"EMPRESS OF CHINA,"

Commander R. Archibald, R.N.R., sailing at NOON, on WEDNESDAY, the 16th AUGUST 1893, with Her Majesty's Mails, will proceed to VANCOUVER, VIA SHANGHAI, KOBE, INLAND SEA, and YOKOHAMA.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of W. BROWN, Assistant General Freight Agent, C. P. R., Vancouver, B.C.

PARCELS must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

EXCURSIONS TO JAPAN.—During the Summer months Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days. Return Fare $75.00.

For further information as to Passage and Freight, apply to

D. E. BROWN,
General Agent.

Hongkong, 27th July, 1893. [8

FOR NEW YORK.

THE 3/3 L.I.I. American Bark

"FREEMAN,"

Gerrish, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 3rd August, 1893. [1725

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c., VIA BOMBAY	Surat	Brit. str.	Hill	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON VIA SUEZ CANAL	Pyrrhus	Brit. str.	Batt	Butterfield & Swire	On 16th inst.
LONDON VIA SUEZ CANAL	Glenearn	Brit. str.	Murray	Jardine, Matheson & Co.	On or about 16th inst.
LONDON VIA SUEZ CANAL	Benalder	Brit. str.	McIntosh	Gibb, Livingston & Co.	On or about 19th inst.
LONDON VIA MARSEILLES	Manila	Brit. str.	Loudon, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA MARSEILLES	Bombay	Brit. str.		P. & O. S. N. Co.	On or about 24th inst.
LONDON & HAMBURG	Monmouthshire	Brit. str.	Cuming	Dodwell, Carlill & Co.	On or about 26th inst.
BREMEN & PORTS OF CALL	Oldenburg	Ger. str.	Gathemann	Melchers & Co.	On 21st inst., at 3 P.M.
HAVRE & LONDON v. SAIGON.	Spondilus	Brit. str.		Shewan & Co.	On or about 21st inst.
HAVRE & HAMBURG v S'PORE.	Priok	Ger. str.	Madsen	Siemssen & Co.	On 16th inst., at 4 P.M.
MARSEILLES VIA SAIGON, &c.	Salazie	Fren. str.	Paul	Messageries Maritimes	On 23rd inst., at Noon.
VANCOUVER, VIA S'HAI, &c.	Empress of China	Brit. str.	Archibald, R.N.R.	Canadian Pacific R. Co.	On 16th inst. at Noon.
VICTORIA, B.C., &c., v Y'HAMA.	Victoria	Brit. str.	Panton, R.N.R.	Dodwell, Carlill & Co.	On 29th inst., at Noon.
SAN FRANCISCO VIA Y'HAMA.	Peru	Amer. str.		P. M. S. S. Co.	On 26th inst., at 1 P.M.
SAN FRANCISCO VIA Y'HAMA.	Belgic	Brit. str.		O. & O. S. S. Co.	On 17th inst., at 1 P.M.
SAN FRANCISCO	Cimbria	Dan. bk.		Melchers & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Argyll	Brit. str.	Williamson	Dodwell, Carlill & Co.	On or about 16th inst.
NEW YORK	Habitant	Brit. sh.	Potter	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Henry Failing	Amer. sh.	Merryman	Siemssen & Co.	Quick despatch.
NEW YORK	Foohng Suey	Haw. bk.	Mahany	Shewan & Co.	Quick despatch.
NEW YORK	Freeman	Amr. bk.	Gerrish	Shewan & Co.	Quick despatch.
NEW YORK	E. F. Whitney	Amr. sh.	Dearborn	Reuter, Bröckelmann & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Tsinan	Brit. str.	Ramsay	Butterfield & Swire	To-morrow, at Noon.
SAMARANG & SOURABAYA	Shantung	Brit. str.	Frampton	Butterfield & Swire	On 15th inst.
SANDAKAN & KUDAT	Memnon	Brit. str.	Branch	Butterfield & Swire	On 15th inst., at 3 P.M.
YOKOHAMA, VIA N'SAKI & KOBE	Verona	Brit. str.	Tocque, R.N.R.	P. & O. S. N. Co.	On 19th inst., Daylight.
NAGASAKI, KOBE, & Y'HAMA.	Sagami Maru	Jap. str.		Geo. R. Stevens	On 17th inst.
KOBE & YOKOHAMA	Cardiganshire	Brit. str.	Sincock	Dodwell, Carlill & Co.	On or about 12th inst.
YOKOHAMA and HIOGO	Aglaia	Ger. str.	Petersen	Siemssen & Co.	On 14th inst., at 4 P.M.
YOKOHAMA DIRECT	Yuensang	Brit. str.	Slessar	Jardine, Matheson & Co	On 14th inst., at 4 P.M.
KOBE DIRECT	Menmuir	Brit. str.		Gibb, Livingston & Co.	On 13th inst.
SHANGHAI & NAGASAKI, &c.	Tartar	Brit. str.	Bailey	Dodwell, Carlill & Co.	On or about 13th inst.
SHANGHAI, KOBE, & Y'HAMA.	Moray	Brit. str.	Thomson	Dodwell, Carlill & Co.	Quick despatch.
SHANGHAI & KOBE	Orion	Aus. str.	Orlando	C. Zanella	On 13th inst., Daylight.
SHANGHAI	Nanyang	Ger. str.	Schulz	Siemssen & Co.	To-morrow, at 4 P.M.
SHANGHAI	Peshawur	Brit. str.		P. & O. S. N. Co.	On 13th inst., Daylight.
SWATOW, AMOY, & FOOCHOW	Haitan	Brit. str.	Goddard	Douglas Lapraik & Co.	To-day, at Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON v. MARSEILLES	MANILA	Noon, 12th August	Freight or Passage.
SHANGHAI	PESHAWUR	Daylight, 13th August	Freight or Passage.
LONDON, &c.	SURAT	Noon, 17th August	See Special Advertisement
JAPAN	VERONA	Daylight, 19th August	Freight or Passage.
LONDON v. MARSEILLES	BOMBAY	About 24th August	Freight or Passage.

For further particulars apply to

H. H. JOSEPH, Superintendent.

Hongkong, 10th August, 1893.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 21st day of August, 1893, at 3 P.M., the Company's Steamship "OLDENBURG," Captain H. Gathemann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 19th August, Cargo and Specie will be received on Board until Noon on MONDAY, the 21st August, and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 20th August. Contents of Packages are required. No Parcel Receipts will be signed at less than $2, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th July, 1893. [7

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki, Kobe, Inland Sea, and Yokohama)........................	SATURDAY, Aug. 26 at 1 P.M.
CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, Inland Sea, and Yokohama)	THURSDAY, Sept. 14 at 1 P.M.
CITY OF PEKING (via Nagasaki, Kobe, Inland Sea, and Yokohama) ...	THURSDAY, Oct. 5 at 1 P.M.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on SATURDAY, the 26th AUGUST, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th August, 1893. [3

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 19th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th August, 1893. [1765

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SURAT,"

Captain R. E. Hill, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th AUGUST, at NOON, taking Passengers and Cargo for the above Ports, connecting at Bombay with *Oriental*, which vessel takes on her Cargo for London via Suez Canal, leaving that port on the 8th September, 1893.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed viâ Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. H. JOSEPH,
Superintendent.

Hongkong, 4th August, 1893. [1

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.
ALSO,
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 23rd August, 1893, at NOON, the Company's Steamship "SALAZIE," Commandant Paul, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 22nd August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th August, 1893. [2

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

VICTORIA.........	Tuesday......	Aug. 29.
TACOMA	Thursday ...	Sept. 28.
MOGUL.............	Thursday ...	Oct. 19.
VICTORIA.........	Thursday ...	Nov. 9.
TACOMA	Tuesday	Dec. 12.
MOGUL.............	Tuesday	Jan. 2, '94.

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at NOON, on TUESDAY, the 29th AUGUST, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, KOBE, INLAND SEA, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Offices with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 10th August, 1893. [9

FOR NEW YORK.

THE 100 A1 Hawaiian Bark

"FOOHNG SUEY,"

Mahany, Master, will load here for the above Port, and will have quick despatch.

For Freight apply to
SHEWAN & Co.

Hongkong, 3rd August, 1893. [1724

VESSELS ON THE BERTH

"SHELL" LINE OF STEAMERS.

S.S. TROCAS	S.S. MUREX
S.S. SPONDILUS	S.S. TURBO
S.S. ELAX	S.S. CONCH
S.S. VOLUTE	S.S. CLAM

S.S. BULLMOUTH.

FOR HAVRE AND LONDON.
(Taking Cargo on through Bill of Lading to NEW YORK.)

THE next Sailing will be the Steamship

"SPONDILUS"

via SINGAPORE, on or about 21st August.

To be followed by the Steamship "ELAX."

For Freight, &c., apply to
SHEWAN & Co.,
Agents.

N.B.—The Steamers of this Line will be despatched monthly from Hongkong, and offer exceptional advantages to Shippers of perishable cargo, owing to an improved method of ventilation. Copies of reports on out-turn of cargoes may be had on application to the Agents.

Hongkong, 11th August, 1893. [1690

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"MONMOUTHSHIRE,"

Captain Cuming, will be despatched as above on or about SATURDAY, the 26th August.

For Freight or Passage apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th July, 1893. [1536

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"HENRY FAILING,"

Merryman, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
SIEMSSEN & CO.

Hongkong, 16th June, 1893. [1368

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE A1 Danish Barque

"CIMBRIA"

will load here for the above Port and will have quick despatch.

For Freight apply to
MELCHERS & Co.,
Agents.

Hongkong, 20th June, 1893. [1467

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"EMILY F. WHITNEY,"

Dearborn, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight apply to
REUTER, BRÖCKELMANN & CO.

Hongkong, 5th August, 1893. [1733

Please mention this paper.
RUPTURE
No truss in the world will retain or give relief like Dr. Pierce's Magnetic Electric Truss. No iron Hoops or steel Springs. Worn with comfort Night and Day. Entirely different from all other trusses. It has cured thousands! Estab. 1875. Perfect fitting trusses sent by Mail. Illustrated Pamphlet will be mailed to any address. Put proper postage on your letter and write us to-day. Address: Magnetic Elastic Truss Co., SAN FRANCISCO, U.S.A., or Archibald MacKean, Agent, Bangkok, Siam.

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Aglaia, German str., 1,682, Petersen, Aug. 10, Siemssen & Co., for Kobe & Yokohama
Amigo, German str., 771, A. Bendixen, July 16, Wieler & Co
Amoy, German steamer, 652, Wulff, Aug. 9, Ed. Schellhass & Co
Ardgay, British str., 1,080, J. Thom, Aug. 4, Jardine, Matheson & Co
Bantam, Dutch str., 1,157, Bergh, July 19, Lauts, Wegener & Co
Belgic, British str., 4,211, Walker, Aug. 7, O. & O. S. S. Co., for San Francisco
Cape Comorin, Brit. str., 1,669, Partrige, Aug. 6, Siemssen & Co
Cardiganshire, Brit. str., 1,623, Sincock, Aug. 10, Dodwell, Carlill & Co
Chowfa, British str., 1,057, Phillips, Aug. 3, Yuen Fat Hong
Cicero, British str., 1,030, George, Aug. 6, Arnhold, Karberg & Co
Cosmopolit, German str., 552, Holtz, Aug. 10, Wieler & Co
Doris, German steamer, 771, Petersen, Aug. 5, Butterfield & Swire
Empress of China, British str., 3,003, Archibald, Aug. 8, C. P. R. Co., for Vancouver
Fatshan, British str., 1,425, W. J. Risby, H. C. & M. Steamboat Co., for Canton
Frejr, Danish str., 397, C. L. Strand, Aug. 10, Arnhold, Karberg & Co
G. G. S'Jacob, Dut. str., 1,501, Blinde, Aug. 1, Order
Haitan, British str., 1,182, Goddard, Aug. 2, Douglas Lapraik & Co., for Coast Ports
Hankow, British str., 2,235, Lloyd, Butterfield & Swire, for Canton
Hanoi, French steamer, 758, Monteils, Aug. 9, A. R. Marty
Houngshan, British str., 1,051, W. E. Clarke, H. C. & M. Steamboat Co., for Macao
Honam, British str., 1,341, G. B. Lefavour, H. C. & M. Steamboat Co., for Canton
Hongay, British str., 1,563, Young, Aug. 10, Jardine, Matheson & Co
Independent, Ger. str., 1,003, Schafer, July 11, Wieler & Co
Jacob Diederichsen, Ger. str., 823, Hundewadt, Aug. 7, Carlowitz & Co
Kaisow, British str., 1,915, Gray, Aug. 6, Arnhold, Karberg & Co., for Shanghai, &c.
Kiangsohow, British str., 285, T. A. Webster, H. C. & M. Steamboat Co
Kwonghoi, Brit. str., 419, May 23, Chinese, for Canton
Manila, British steamer, 2,711, Loudon, Aug. 9, P. & O. S. N. Co
Mathilde, German str., 690, P. Moos, Aug. 6, Siemssen & Co
Memnon, British str., 826, B. Branch, Aug. 9, Butterfield & Swire, for Sandakan
Menmuir, British str., 1,287, Craig, Aug. 8, Gibb, Livingston & Co
Moray, British str., 1,411, Thomson, Aug. 7, Dodwell, Carlill & Co
Nanyang, German str., 1,059, Schulz, Aug. 10, Siemssen & Co
Paklat, British str., 284, Chinese, for Canton
Phra Chula Chom Klao, Brit. str., 1,012, Morris, Aug. 7, Yuen Fat Hong
Pilot Fish, British str., 117, Stopani, H. & W. Dock Co
Pollux, German steamer, 898, Gefsken, July 29, Melchers & Co
Powan, British str., 1,842, S. W. Goggin, H. C. & M. Steamboat Co., for Canton
Propontis, British str., 1,887, Farrand, Mar. 14, Chinese
Shantung, Brit. str., 1,879, Frampton, Aug. 6, Butterfield & Swire
Siam, British str., 991, W. Nicol, Aug. 7, Chinese
Taicheong, German str., 928, Dahme, Aug. 8, Meyer & Co
Tai On, British str., 769, Gololouski, Chinese, for Canton
Taihang, British str., 1,505, H. Hogg, Aug. 10, Jardine, Matheson & Co
Tamsui, British str., 919, Clegg, Aug. 5, Butterfield & Swire
Torridon, British str., 1,901, Byron, July 31, John Andrew
Tsinan, British str., 2,500, Ramsay, Aug. 6, Butterfield & Swire

SAILING VESSELS.

Assyria, British bark, 1,148, Dernier, July 5, Master
Charon Wattana, Siam. bk., 564, Koch, July 29, Chinese
Cimbria, Danish bark, 1,158, Petersen, June 9, Order
Emilie, German bark, 948, Schutt, July 20, Order
Falls of Clyde, Brit. sh., 1,740, Addison, Aug. 3, Government
Foohng Suy, Hawaiian bark, 890, Mahany, July 20, Shewan & Co
Galveston, German bark, 619, Jakobsen, July 22, Butterfield & Swire
Geo. Stetson, Amr. sh., 1,878, Murphy, Aug. 6, Order
Habitant, British ship, 1,619, Potter, May 14, Arnhold, Karberg & Co., for New York
Henry Failing, Amr. ship, 1,899, Merryman, June 15, Siemssen & Co., for New York
Iceberg, American ship, 1,135, Trest, June 1, Reuter, Brockelmann & Co., for New York
Lucy A. Nichols, Amr. bark, 1,330, Nichols, Aug. 3, Melchers & Co
Nam Shun Sing, Chinese 3-m. sch., 363, Lok Li-teng, Aug. 3, Chinese
Somali, Brit. 4-m. sh., 3,352, Morgan, May 17, Order
Tarapaca, British bark, 445, Kennett, Aug. 7, Order

AMOY.

In Port on 4th August, 1893.

Alice Mary, British bark, 361, Inckay, Aug. 1, H. A. Petersen & Co
Basuto, German bark, 348, Eggers, July 18, Pasedag & Co
Contest, British bark, 486, Soderman, July 31, H. A. Petersen & Co
Else, German str., 747, Christensen, July 30, Pasedag & Co
Elisabeth, German bark, 444, Kock, July 30, Pasedag & Co
Sea Swallow, Brit. sch., 332, Maher, July 4, Pasedag & Co
Walter Stepfried, Br. bk., 394, Roberts, July 27, H. A. Petersen & Co

FOOCHOW.

In Port on 5th August, 1893.

Benlarg, British str., 1,456, Boutillier, Aug. 5, Gibb, Livingston & Co
Claro Babuyan, Brit. bk., 358, Brown, Aug. 2, Master
Crown of Arragon, British str., 1,486, Dorward, July 29, Gilman & Co
Glenesk, British str., 2,275, Webster, Aug. 3, Jardine, Matheson & Co
Kowshing, Brit. str., 1,355, Galsworthy, Aug. 3, Jardine, Matheson & Co

SHANGHAI.

In Port on 4th August, 1893.

Argyll, British str., 1,839, Williamson, July 92, Dodwell, Carlill & Co
Chungking, British str., 801, Hughes, Aug. 3, Butterfield & Swire
Continental, Dutch str., 1,456, Schall, Aug. 3, Mitsui Bussan Kaisha
Creedmoor, British sh., 1,448, Kennedy, July 6, Reuter, Brockelmann & Co
Benlarig, British str., 1,730, Boutillier, July 25, Gibb, Livingston & Co
Bjorg, Norw. str., 481, Olsen, Aug. 1, Ed. Schellhass & Co
C. Rodbertus, Ger. bk., 757, Lewerenz, July 17, Siemssen & Co
Freeman, Amr. bark, 1,188, Gernish, June 12, Jardine, Matheson & Co
Fuanshun, Chinese str., 863, Wallace, Aug. 3, C. M. S. N. Co
Fushun, Chinese str., 1,504, Lancaster, Aug. 3, C. M. S. N. Co
Glenearn, British str., 1,437, Murray, July 30, Jardine, Matheson & Co
G. R. Skolfield, Amr. sh., 1,544, Dunning, June 8, Jardine, Matheson & Co
Haechang, Chinese str., 360, Frigast, July 18, C. M. S. N. Co
Harry Morse, Amr. bk., 1,313, Herrimann, July 18, H. Suethlage
Hoihow, British str., 896, Hardinge, Aug. 3, Butterfield & Swire
John Currier, Amr. sh., 1,846, Lawrence, July 14, C. & J. Trading Co
John Smith, Amr. 3-m. sch., 565, Groth, July 86, H. Suethlage
Kumasaka Maru, Jap. bark, 447, Kawamoto, July 30, M. B. Kaisha
Lee-yuen, Chinese str., 731, Crawford, Aug. 3, Chinese Government
Lyeemoon, Ger. str., 1,238, Heuermann, Aug. 4, Siemssen & Co
Mandarin, British str., 1,170, Raison, Aug. 1, P. & O. S. N. Co
Manila, British steamer, 2,711, Loudon, July 22, P. & O. S. N. Co
Meefoo, Chinese str., 1,398, Lunt, Aug. 3, C. M. S. N. Co
Modox, Amr. sch., 430, Bosch, July 14, Farnham & Co
Ningpo, German str., 762, Lehmann, Aug. 1, Siemssen & Co
Ophir, E'dor bk., 884, Fisher, July 24, Schultz & Co
Oxus, French steamer, 1,879, Dupont, July 20, Messageries Maritimes
Poochi, Chinese steamer, 544, Froberg, Aug. 1, C. M. S. N. Co
Pronto, German steamer, 632, Nodop, Aug. 2, Siemssen & Co
Pyrrhus, British str., 2,339, Batt, Aug. 2, Butterfield & Swire
Ravenna, British str., 1,915, Browne, Aug. 1, P. & O. S. N. Co
Salazie, French steamer, 2,081, Paul, Aug. 4, Messageries Maritimes
Satsuma, British bark, 361, Swenson, July 27, Morris & Co
Satsuma-maru, Jap. str., 1,157, Sommer, Aug. 2, Nippon Yusen Kaisha
Shanghai, British ship, 1,290, Allan, Mar. 19, Butterfield & Swire
Sintram, Amr. ship, 1,590, Woodsil, April 9, Reuter, Brockelmann & Co
Soochow, British str., 999, N. Martin, Aug. 1, Butterfield & Swire
Store Nordiske, Danish str., 595, Suenson, July 10, G. N. Telegraph Co
Surat, British steamer, 1,669, Hill, July 18, P. & O. S. N. Co
Telamon, British str., 1,555, Jackson, July 30, Butterfield & Swire
Woosung, British str., 1,109, King, July 30, Butterfield & Swire
Yungching, Chi. str., 761, Stewart, Aug. 4, C. M. S. N. Co

NAGASAKI.

In Port on 2nd August, 1893.

Anglo-Indian, Brit. bk., 414, Sampson, July 29, Chinese
Asagao, Japanese str., 1,568, Selok, July 18, Mitsui Bishi Colliery
Chang Riong, Corean str., 403, Tessensohn, July 19, Order
City of Hankow, Brit. sh., 1,194, King, July 27, C. & J. Trading Co
Hideyoshi Maru, Jap. str., 486, Asai, July 12, M. B. Kaisha
Kosaki-maru, Barge, 400, Kagawa, Nippon Yusen Kaisha
Meiji Maru, Japanese str., 1,010, Allen, Aug. 1, Order
Taiu Maru, Japanese bark, Simonson, June 19, Order
Valkyrien, British bk., 498, Lundholm, July 30, Chinese

KOBE.

In Port on 29th July, 1893.

A. J. Fuller, Amr. sh., 1,782, Wallnut, July 13, Fraser & Co
Ancaios, British ship, 1,701, Fulton, July 15, Delacamp & Co
Scoulder, British str., 1,285, McIntosh, July 27, Cornes & Co
Chiyo-maru, Jap. str., 1,102, Katsumura, July 27, Japanese
Gisela, Austrian str., 2,643, Kossovich, July 27, Browne & Co
H. Bischoff, Ger. 4-m. ship, 2,703, Schwarting, July 8, C. & J. Trading Co

SHIPPING IN PORT.

Indiana, Amr. ship, 1,488, Coller, July 26, Delacamp & Co
Orpheus, British ship, 1,492, Young, July 15, R. Isaacs & Bro.
St. Paul, Amr. ship, 1,824, Thomson, July 6, Smith, Baker & Co
Strathavon, British str., 1,740, Dardie, July 31, Dodwell, Carlill & Co
Tainan, British str., 1,460, Ramsay, July 25, Butterfield & Swire
Verona, British str., 1,876, Tocque, July 28, P. & O. S. N. Co
Velox, German str., 753, Gontard, July 26, Chinese
Zambesi, British str., 1,665, Edwards, July 15, Dodwell, Carlill & Co

YOKOHAMA.

In Port on 31st July, 1893.

Anaconda, Amr. sch., 40, A. Lawson, July 21, Master
Belgic, British str., 2,695, Walker, July 30, P. M. Co
Bordick Castle, Brit. sh., 1,909, Ferguson, July 29, Frazer & Co
Esmeralda, British sch., 147, Harrison, July 29, Jardine, Matheson & Co
Keemun, British str., 1,985, Castle, July 30, W. M. Strachan & Co
Lillian L. Robbins, British sh., 1,699, Robbins, July 1, Jardine, Matheson & Co
Monmouthshire, Brit. str., 1,870, Cuming, July 30, Dodwell, Carlill & Co
Nestor, British steamer, 1,269, Johnson, July 30, Butterfield & Swire
Oweenee, British ship, 2,334, Burchell, July 28, Dodwell, Carlill & Co
Pathan, British str., 1,764, Wright, July 17, Dodwell, Carlill & Co
Saipan, Amr. sch., 74, McGuiness, April 27, Master
Spondilus, British str., (tank), 2,659, Hocken, July 29, Samuel, Samuel & Co
Tam O'Shanter, Amr. sch., 512, Peterson, July 15, Takata & Co
Verona, British str., 1,878, Tocque, July 30, P. & O. S. N. Co

BANGKOK.

In Port on 29th July, 1893.

Aurora, British bar, 275, Wagener, Dec. 31, Sia Hok Long
Bun Pan, British bark, 576, Berendt, Nov. 5, Hock Poh
Cam Cdon, Ger. bark, 1,383, Williams, May 17, A. Markwald & Co
Eidsiva, Norw. bark, 404, Alsen, July 21, Borneo & Co
Emilio Marie, Nor. bk., 600, Forenessen, July 20, Borneo Co
Madeleine Rickmers, Ger. bark, 1,273, May 23, A. Markwald & Co
Nanshan, British str., 805, Blackburn, June 5, Windsor & Co
Ringhorn, Nor. str., 590, Thundesen, June 9, A. Markwald & Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, d.-s. steel despatch boat, 4 guns, 3,180 h.p., Com. G. A. Callaghan, at Yokohama
Archer, cruiser, 6 guns, 3,500 h.p., Capt. Rogers, at Japan
Caroline, cruiser, 14 guns, 1,440 h.p., Capt. C. J. Norcock, at Hongkong
Daphne, gunboat, Com. G. H. MacArthur, at Swatow
Egeria, surveying ship, Comd. A. M. Field, at Singapore
Esk, double-screw gunboat, 3 guns, 310 h.p., Lieut.-Com. Ravenhill, at Kiukiang
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut.-Com. G. Tufnell, at Shanghai
Hyacinth, cruiser, 8 guns, 1,190 h.p., Capt. R. W. Craigie, at Yokohama
Imperieuse, d.-s. cruiser, 10 guns, 10,000 h.p., Capt. J. M. McQuhae, at Nagasaki
Leander, cruiser, 10 guns, 5,500 h.p., Capt. Castle, at Nagasaki
Linnet, gunboat, 5 guns, 1,050 h.p., Com. A. W. Chisholm Batten, at Bangkok
Mercury, cruiser, 13 guns, 7,390 h.p., Capt. W. Fawkes, cruising
Pallas, cruiser, 8 guns, 7,500 h.p., Capt. Angus MacLeod, at Bangkok
Peacock, gunboat, 6 guns, Lieut.-Comd. Ingram, at Yokohama
Penguin, sloop, Commander W. U. Moore, at Manila
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Bangkok
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. F. C. B. Addington, at Kobe
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. C. L. Burr, cruising
Rattler, composite gbt., 5 guns, 1,200 h.p., Lieut.-Com. H. Citesworth, at Hankow
Redpole, gunboat, 3 guns, 1,200 h.p., Lieut.-Com. C. G. May, at Shanghai
Severn, cruiser, 12 guns, 6,000 h.p., Capt. S. F. H. Henderson, at Nagasaki
Tolent, torpedo mining launch, at Hongkong
Swift, double-screw g.-v., 2 guns, 1,010 h.p., Capt. Kirby, at Bangkok
Tweed, double-screw gun-vessel, 3 guns, 340 h.p., in reserve, at Hongkong
Victor Emanuel, receiving ship, 20 guns, Commodore H. St. L. B. Palliser, at Hongkong
Wivern, turret ironclad, 4, 1,450, in reserve, at Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Kornilow, Russian cruiser, Capt. Elchaninoy, at Yokohama
Alert, Amr. corvette, 3 guns, Lieut. Wainwright, at Yokohama
Alliance, Amr. corv., Comd. Felix McCurley, at Nagasaki
Aspic, French gunboat, 4 guns, Capt. Journet, at Saigon
Bengo, Portuguese g.-bt., 400 h.p., Lieut.-Com. Moreira de Sa, at Macao
Bobre, Russian cruiser, 13 guns, 1,100 h.p. Capt. Enkvist, at Vladivostock
Castilla, Spanish cruiser, 20 guns, Capt. Leino at Yokohama
Comete, French gunboat, Lieut. Fournet, at Bangkok
Curtatone, Italian cruiser, 4 guns, 1,100 h.p., Capt. Olivari, at Hongkong
D. Antonio de Ulloa, Spanish cruiser, 4 guns, Capt. Deor, at Shanghai
Dio, Portuguese g-bt., 6 guns, 700 h.p., Captain M. A. Gomes, at Dilly
Forfait, French cruiser, Capt. Bicaloux, at Bangkok
Iltis, German gunboat, 4 guns, 4,340 h.p., Capt. G. kon Baudissin, at Kobe
Inconstant, French gunboat, Capt. Bory, at Bangkok
Kaiserin Elisabeth, Austrian cruiser, Capt. A. R. v. Becker, at Yokohama
Koreyets, Russian gunboat, Capt. Filisoff, at Shanghai
Krayser, Russian corvette, 6 guns, 1,205 h.p., Capt. Rojestwensky, at Vladivostock
Lancaster, American frigate, Capt. A. H. McCormick, at Yokohama
Lion, French g-bt., 4 guns, Capt. Papaix, at Saigon
Lutin, French g-bt., Com. Neeny, at Bangkok
Mandjour, Russian cruiser, 7 guns, Com. Brandt, at Hankow
Marion, Amr. corvette, 6 guns, Com. Gridley at Shanghai
Monocacy, Amr. cruiser, 6 guns, 1,740 h.p., Com. Barber, at Chinkiang
Nayesdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarine, at Vladivostock
Pamiat Azova, Russian cruiser, Capt. S. Bauer, at Nagasaki
Parseval, French cruiser, Capt. Fourest, at Japan
Petrel, Amr. gunboat, Capt. Dayton, at Yokohama
Razboinick, Russian cruiser, Capt. Oftonsky, at Nagasaki
Reina Cristina, Spanish cruiser, Capt. Joaquim Ibanis Valera, at Hongkong
San Quintin, Spanish gunboat, at Japan
Silatch, Russian gunboat, Capt. Barranoff, en route Vladivostock
Sivoutch, Russian cruiser, 13 guns, Capt. A. Plaskin, at Shanghai
Sophie, German cruiser, Captain Herbing, at Nanking
Swatara, Amr. corvette, Com. P. H. Cooper, at Yokohama
Triomphante, French frigate, Capt. B. de Bretizel, at Bangkok
Vipère, French gunboat, 4 guns, 425 h.p., Capt. Constelle, at Saigon
Vitias, Russian cruiser, Capt. Zarine, ashore
Vostock, Rus. g-bt., 4 guns, Com. Molchousky, at Vladivostock
Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-Com. Kretschman, at Bangkok
Yakout, Russian corvette, 705, Chunalevsk, at Nagasaki
Zabiaka, Russian cruiser, Capt. Domojiroff, at Nagasaki

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